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A report on the

TDL 424 AERIAL DEMONSTRATIONS CONDUCTED WITH GLOBE AIR

TELEDYNE SYSTEMS COMPANY

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A report on the

TDL 424 AERIAL DEMONSTRATIONS CONDUCTED WITH GLOBE AIR

From 4 August 1976 to 12 August 1976

USDA FOREST SERVICE
CONTRACT NO. 26-3679

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TDL-424 AERIAL DEMONSTRATION

1. PURPOSE

The purpose of this report is to document the data recorded during a series of tests and demonstrations of the Teledyne TDL-424 LORAN Navigation System to Globe Air Incorporated. The tests were conducted to determine the accuracy with which the TDL-424 could maintain the swath spacing of a spray aircraft. This report is submitted in response to USDA, Forest Service Contract No. 26-3679.

2. INTRODUCTION

The airborne tests were initially scheduled to be conducted during the State of Maine spray project in June 1976. The navigation unit was taken to Presque Isle, Maine for the period of June 1 to June 12, 1976. A combination of poor LORAN coverage and inadequate antenna installation resulted in no meaningful data being acquired, although much was learned about methods of spray operation and requirements of the navigation system.

The test was finally conducted using Globe Air's twin engine Cessna 411 (Figure 2-1) for the time period of August 4 through August 12, 1976. Tests were conducted in two different areas of the United States using two different LORAN chains. Two periods were spent in the Austin, Texas area using the LORAN D Army Chain from Fort Hood, and one period of time was spent in Charlottesville, Virginia area using the East Cost LORAN C chain. A chronology of events is as follows:

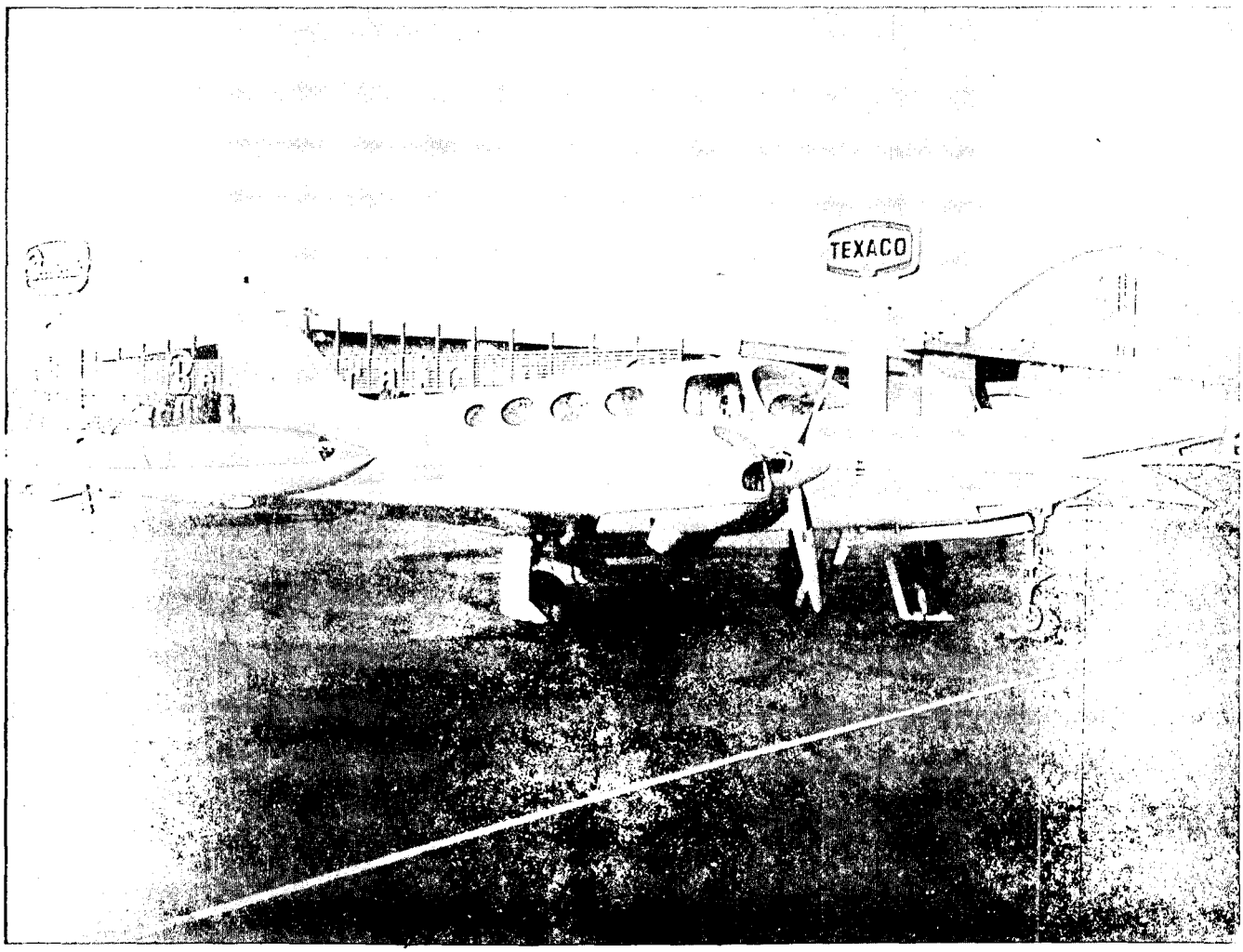

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Figure 2-1. CESSNA 411 Test Aircraft

TDL-424 Aerial Demonstration Chronology

4 August — Installed system in aircraft at Van Nuys Airport, California. Flew from Van Nuys to El Paso and then to Austin, Texas. Operated on D chain from 140 nm. west of Austin. Navigated to a road selected from 15 $\widehat{\text{min}}$ quadrangle map. Used TDL-424 for ILS landing at Austin. Laid out test block on Jarrell 15 $\widehat{\text{min}}$ quadrangle map.

5 August — Test Flight #1 - Flew first successful data flight in Jerrell area. Attempted second flight to Jarrell plot but LORAN D chain went down. Modified LDI to switch damping in or out.

6 August — Navigated from Austin, Texas to Jackson, Miss. to Charlottesville, Va. Started tracking C chain over the Mississippi River enroute to Jackson. Diverted from Atlanta, Ga. due to storm. Flew IFR to Charlottesville using system and VOR stations.

7 August — No flights due to rain. Drove to Washington, D.C. to pick up quadrangle maps of Charlottesville area. Laid out test block on Boswell's Tavern quadrangle map.

8 August — Test Flight #2 - Flew first data flight in Boswell's Tavern Area 180 ft. swaths.

Test Flight #3 - Flew second data flight in Boswell's Tavern area, conducted taxi tests for parallel track scaling. Modified steering indicator (LDI) damping to 2 sec.

Test Flight #4 - Continued second flight to Standardsville area and checked parallel track on 045^{o} and 225^{o} headings.

9 August — Flew demo flight for Bill Clerke (U.S. Forestry Service) in Boswell's Tavern area. Flew north to Rochelle area, tested parallel tracks. Flew from Charlottesville area to Jackson, Miss. to Austin, Texas. Overflew Forestry tower southeast of Knoxville, Tenn. picked from sectional map. Lost track on C chain groundwave on descent 18 nautical miles from Austin.

10 August — Ft. Hood chain is down - power failure in Sommerville master, reviewed results to date with Bill Clerke. Laid out test block on Jarrell 7.5 $\widehat{\text{min}}$ quadrangle map.

Met with Jack Bowmer and Bob Bartlett from Texas Dept. of Agriculture. Showed equipment and results but no demo due to D chain downage. Met with Norm Meyer and Harry Moore U.S. Dept. of Agriculture APHIS.

11 August — Test Flight #5 - Flew demo flight for USDA personnel in Jarrell area.

Test Flight #6 - Flew organized data recording flight over Jarrell test plot.

Completed test flights.

12 August — Navigated from Austin, Texas west about 200 nm. before losing Ft. Hood LORAN D chain.

Flew to Phoenix, Arizona.

3. CONCLUSIONS

From the data and experience gained from this flight test of the TDL-424 LORAN navigator it can be concluded that the system in the configuration tested is capable of the following:

1. Consistently guiding a spray aircraft down to swath widths of 60 feet (.01 nm).

2. Installation of the complete system including cabling within two hours once antenna connections and mounting hardware have been established.

3. Being operated by a pilot or copilot with as little as one day's training.

4. Withstanding heavy usage in a cockpit environment with minimal downtime.

5. Automatically recording position data for later reduction.

4. RECOMMENDATIONS

The following are a list of improvements or changes that would specifically enhance the TDL-424 LORAN navigator operation for spraying and grit dropping applications:

1. Select proper time difference smoothing and steering needle damping constants to give a stable meter movement with a minimum of lag.

2. Provide crosstrack and distance to go on the same display switch position.

3. Design a panel for spray on-spray off signals which will start and stop the data recorder and continuously record position data whenever switch is on.

4. Develop a system to provide a hard copy ofrecorded data in a graphic form to verify areas covered.

5. Provide a voltage converter to drive data recorder.

6. Update steering needle 10 times a second instead of once a second. This change has been made.

7. Reduce velocity damping to allow proper use of track angle error readout. This also has been accomplished.

8. Improve brightness of displays in direct sunlight.

9. Provide capability to store automatically a series of over-flown points which can be used as baseline for contour parallel track offsets.

10. Provide adequate antenna installation on aircraft.

5. SYSTEM CONFIGURATION AND INSTALLATION

Installation

The antenna used for the tests was a long wire installed from the leading edge of the rudder to top of the cabin as shown in Figure 5-1a. To keep the lead in short, the antenna coupler was mounted close to the cabin roof behind the pilot's seat (Figure 5-1b). Both the antenna and antenna coupler bracket were installed by Globe Air at their facility in Phoenix, Arizona prior to the start of the trip. The system components were installed at the Van Nuys, Calif. airport in about one and one-half hours. This installation amounted to attaching quick disconnects to the aircraft 28 Vdc lines, mounting the antenna coupler to the bracket, mounting the LDI steering indicator into an existing instrument opening on the panel (Figure 5-2a), mounting the TDL-424 system in a portable pedestal (Figure 5-2b) and interconnecting the cable harness and coax connections. A LORAN simulator was set up outside the aircraft to transmit simulated LORAN pulses at set time differences. The pulses were received by the system and proper numbers were displayed giving a good confidence check of the installation.

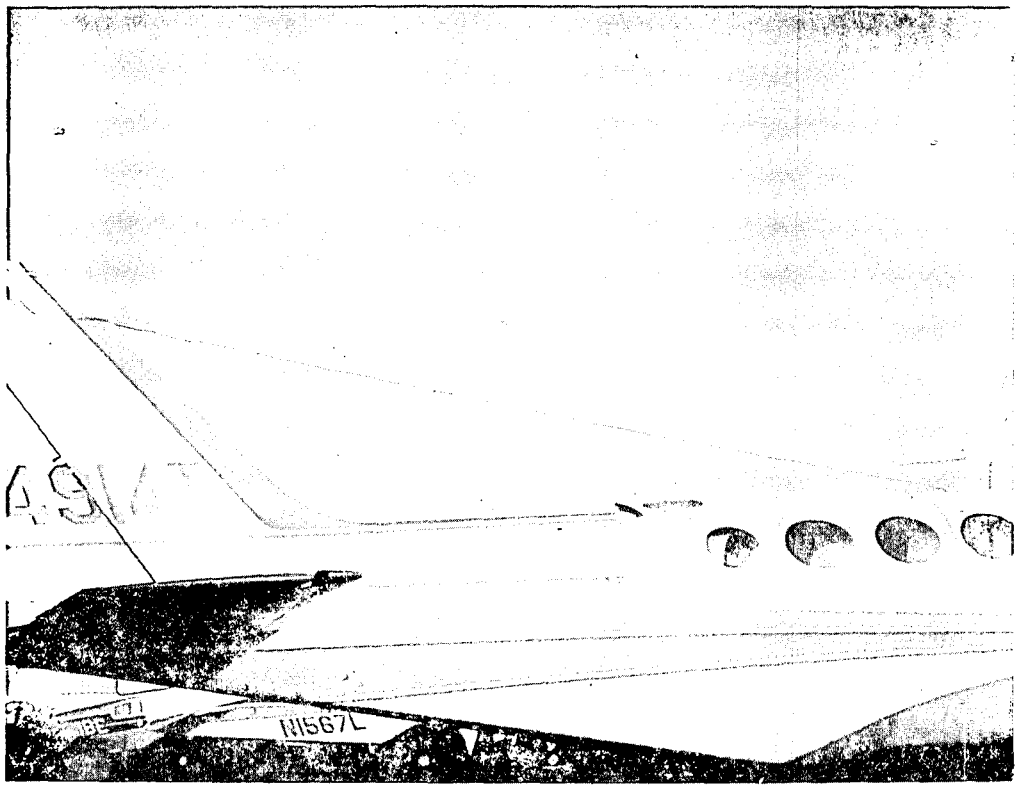

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Figure 5-1a. Long Wire Antenna Installation

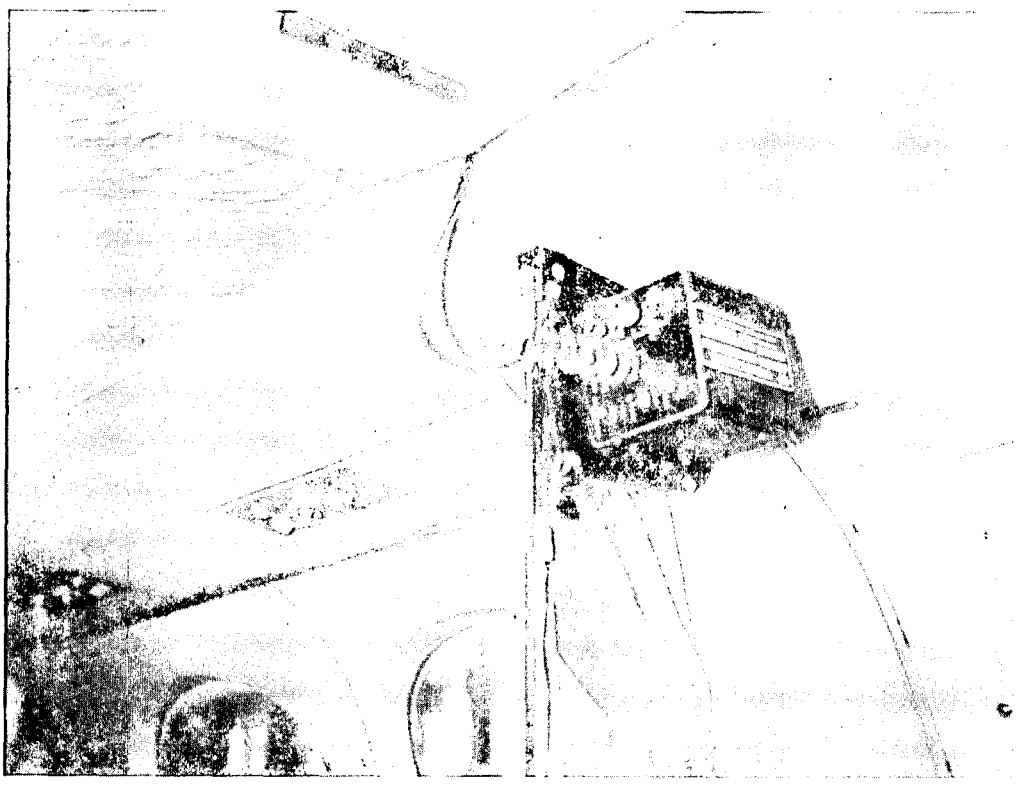

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Figure 5-1b. ACU Cockpit Mounting

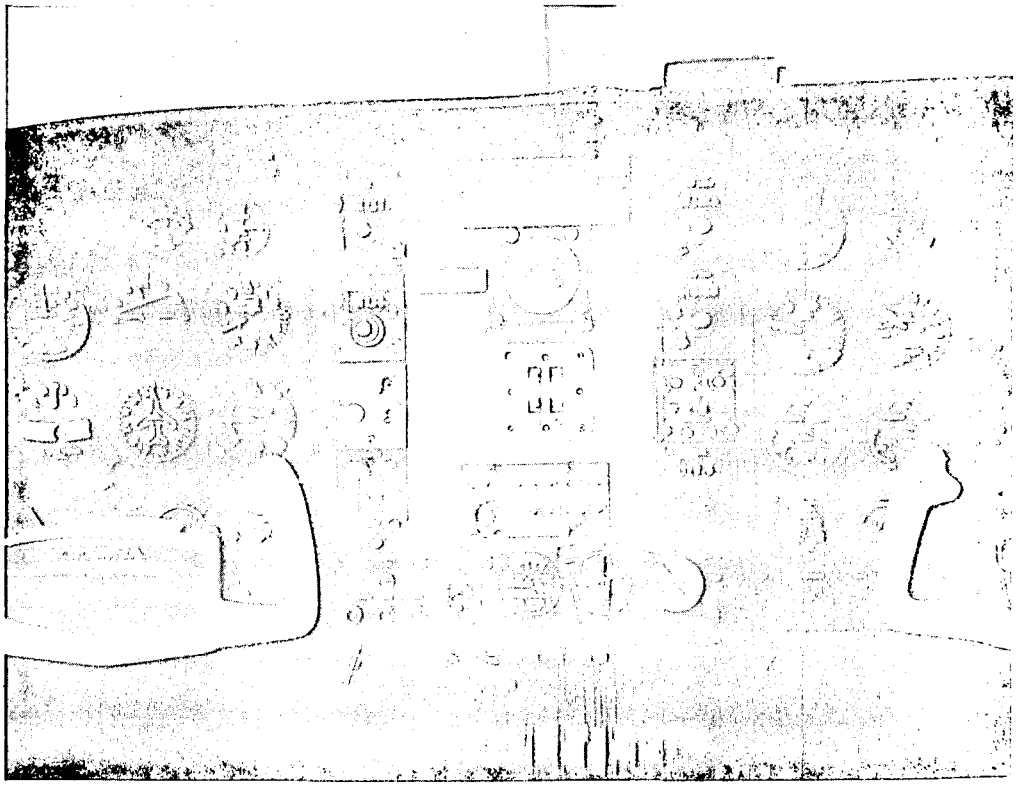

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Figure 5-2a. LDI Cockpit Mounting

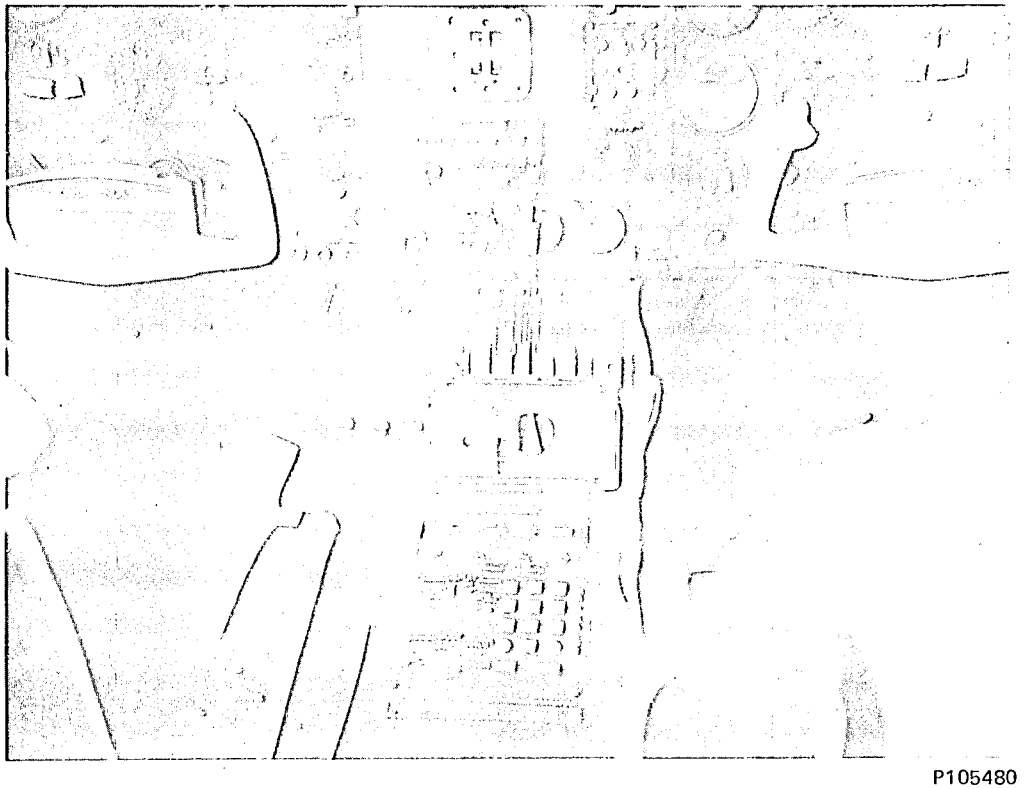

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Figure 5-2b. TDL-424 Cockpit Pedestal Mount

System Configuration

The system used for these tests consisted of the Teledyne owned prototype TDL-424 computer receiver display unit and two units borrowed from a previous production system, the TDL-411 antenna coupler and the TDL-431B LORAN Deviation Indicator.

The TDL-424 prototype had the standard navigation program installed which performs the following functions:

- TD to Lat/Long conversion to .01 minutes of arc
- Lat/Long to TD conversion to .01 microsecond
- 9 waypoint storage
- Arinc navigation functions displayed
    - Dist/Brg to waypoint to .1 nm/.1°
    - Ground Speed/Track angle to 1 knt/.1°
    - Desired Track/Track angle error to .1°/.1°
    - Time/Cross Track error to .1 min/.01 nm
- Data Link Output Auto or Manual
- Position Update
- Test Functions
- Manual or Stored Chain Selection

Quantities that were selected specifically for these tests were:

Arrival circle of 1600'
Velocity damping of 1/32 (2 minutes damping)
LDI scaling selectable for ± 600' (.1 nm) or ± 3000' (.5 nm)
Minimum parallel track offset input reduced to 60 ft. (.01 nm)

The time difference numbers and latitude/longitude numbers used for both calculations and display were derived from raw LORAN Receiver outputs with no filtering. These raw outputs would produce position errors up to 180' in the displayed position and subsequent calculations of GS/TK and track angle error.

The two minute velocity damping was added to average the ground speed and track angle terms.

The TDL-431B LORAN Deviation Indicator was modified to filter the analog steering signal jumps due to the unfiltered receiver output data. This filter amounted to about a four second smoothing constant. During the tests this value was reduced by one half to a two second constant, and a switch to remove the smoothing was installed.

The TDL-411 antenna coupler was not modified at all and the notches were set for East Coast interfering frequencies.

6. PILOT TRAINING

Pilot training fell into two categories, system data entry and flying the steering needle. The first was accomplished by reading the operator's manual and actual hands on data entering experience. The second was accomplished by actual flying experience following the steering indicator. For Jim Jeffries, the primary pilot, data entry and panel procedures were learned during the Maine spray project with actual hands on experience with the unit. Flying the system steering indicator was mastered in one day flying on the D chain around Austin, Texas. Other pilots familiar with flying steering indicators varied between flying properly the first time out to taking about 30 minutes to become comfortable in flying to the needle. Also, with the panel entry, navigation system oriented pilots have learned the TDL-424 operating procedures within an hour but more generally it has taken a day to two days to become comfortably confident with the system.

7. PILOT COMMENTS

In operating the system as configured the pilots agreed that a number of items could be improved. The primary complaint was lag in the steering needle of about two seconds due to the analog filtering installed in the LDI. If the needle was tightly followed, the pilot would end up chasing the needle due to the two second lag induced.

The jitter of up to 180 feet was excessive. The pilots want as near steady needle as is possible and with proper selection of velocity correction terms and time difference smoothing in the software, the jitter would be reduced considerably.

Even with the high jitter and steering lag after thirty minutes of flying the system as configured, each pilot was able to compensate for these deficiencies and fly the system with reasonable accuracy. The end of swath width turn-arounds were made using a procedure that had the copilot calling out the cross track distance as the pilot guided the aircraft to the desired track of the next swath.

An additional pilot complaint was in that the track angle error term was too slow to be of use due to the damping that had been added to the ground speed calculation. This damping was added to produce a more stable ground speed/ground track readout. With less damping this track angle error term could be used to good advantage in guiding the pilot in lining up on the next swath line.

From a data entry standpoint the operator had no difficulty entering data. Most of the information was entered on the taxi-way prior to takeoff. Selection of legs in flight was a simple function. Flying swaths at increasing increments from the baseline was accomplished by reversing the "from" and "to" waypoints and incrementing the offset left or right, dependent on the direction of travel. Sample flight sheets had been generated prior to the flight which delineated this information and proved to be quite useful. An error made more than once was in leaving the last entered offset in the system when returning to the airport. Future systems will have an indicator lit whenever the offset term is greater than zero.

On the positive side, it was expressed that the system was much better than anticipated and it provides more than the present systems being used for aerial application work. Everyone who flew the system was impressed with the ability to return to exactly the same spot or line and reference yourself from it. Day to day accuracy and repeatability was outstanding.

8. OPERATIONAL PROBLEMS

During the second test flight it was noted that parallel track offsets for North/South legs were short by a scale factor equal to the cosine of the latitude of operation. This scale factor error was not present for parallel track legs more than 10 degrees off a 0 or 180 degree heading. This problem was found to be a software programming error and has been corrected.

Only two cases of signal loss were recorded during all the time the system was operating in the aircraft. Both of these accuracies were in the same general area around Knottsville, Tenn.; once while traveling to Charlottesville, 16 August and again on 9 August when returning. The master remained in track in both cases and the secondaries had gone to energy track. The first time the system was re-initialized which it did with no problems. The second time the set was left on and the secondaries returned to track within a minute with no degradation of operation noted during the signal loss. Actually it probably was a strong local interference such as a Decca chain in operation which was not notched for in the ACU.

It is important that a good antenna and feed-in system be provided to obtain the best reception, particularly in fringe areas. The long wire antenna system installed by Globe Air on the 411 Aircraft operated exceptionally well, in contrast to some existing installations where the antenna might be shielded in some orientations or where feed-ins are exceptionally long.

The operation of the Ft. Hood LORAN D chain could not be depended upon for all our operations due to the fact that the chain was not required for tactical support of either Army or Air Force operations. Therefore the chain was not being maintained on a 24-hour basis. On 5 August test flight #1 was successfully completed in the morning but by the afternoon when the second flight was attempted the chain master had gone out of sync. The problem was manifested in the system by a very low master signal to noise ratio. On returning to the Austin area on

August 10, the master was again down due to a commercial power shutdown in the town of Sommerville. The system operation with this problem was that the master signal would be searched and then dropped and the slaves would not search at all.

9. TEST FLIGHTS

A total of six (6) test flights were flown during this flight test. The first five (5) flights were flown primarily to test functions of the system or acquaint a pilot or observer with system operation. Position data was automatically recorded on these flights every thirty (30) seconds, but due to the spontaneous nature of the flights the resulting data is random and continuous from takeoff to landing. Data plotted from portions of flights 1 through 5 was taken in the test area over a known ground path or with entered parallel tracks.

Test Flight #6 was an organized data taking flight. It was set up to fly over the Jarrell Test Plot starting down the base line between waypoint 2 and 3 and progressing in an orderly fashion, increasing the parallel track from the base-line. The first three legs were flown 60 ft. apart or 60 ft., 120 ft. and 180 ft. from the baseline. The next two lines were offset an additional 180 ft. or 360 ft. and 540 ft. from the baseline. Increasing legs were flown but the batteries in the tape recorder gave out and no further data was recovered. The data recording for these legs was started and stopped at the simulated spray area. The data recording rate is once every three seconds, ten times the rate used for the first five flights.

Test Flight #1

Date: 5 August 1976
Place: Jarrell, Texas (Austin Area)
Time: Takeoff 0915 Landing 1100
Recording Interval: 30 seconds
LORAN Chain: Ft. Hood Texas, D Chain (4970)

This test was conducted on the Fort Hood, Texas LORAN D chain over a test plot marked on the Jarrell 15 $\widehat{\text{min}}$ quadrangle LORAN/UTM Map Figure 9-1.

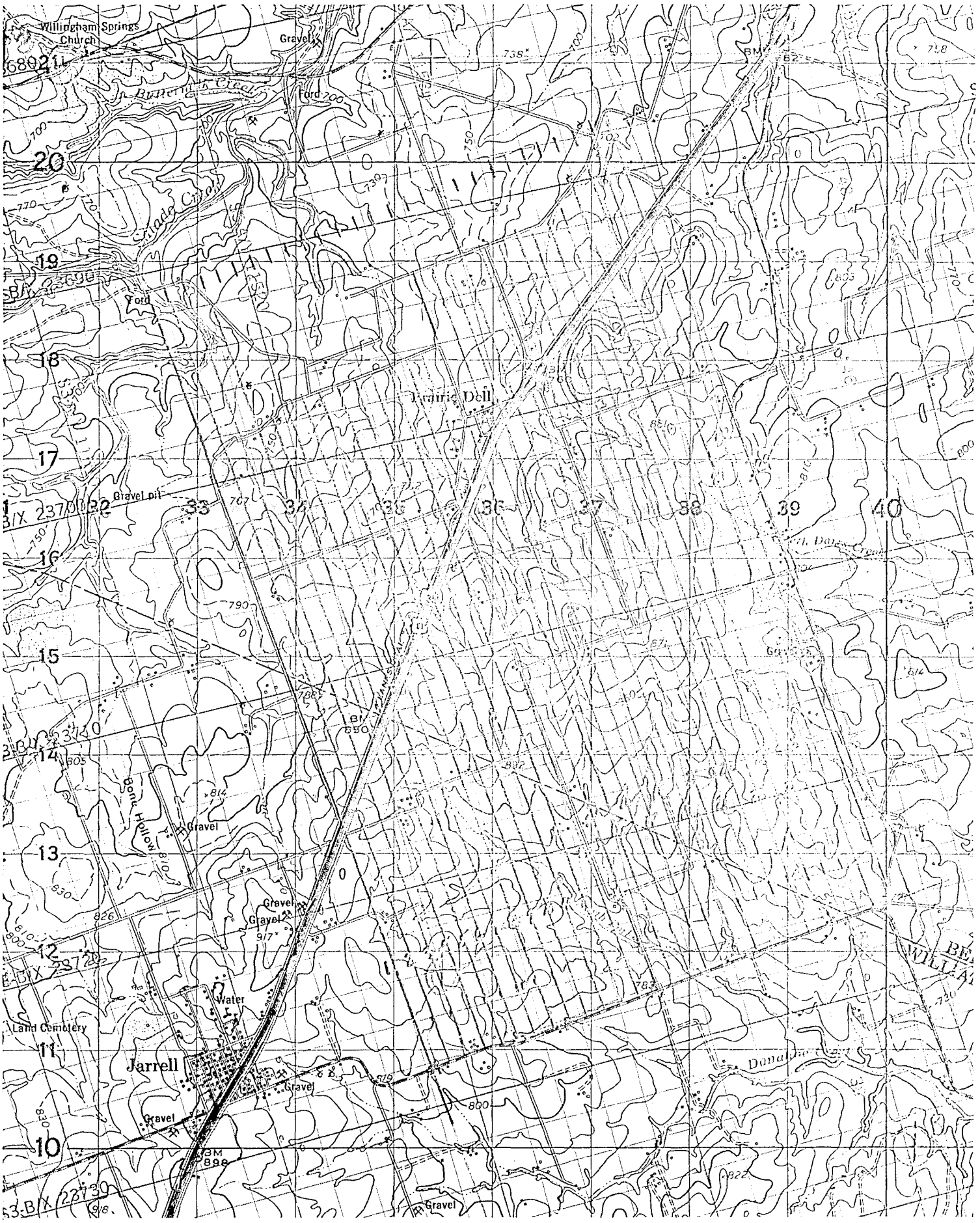

Willingham Springs Church
Gravel
Butler Creek
Ford
Chiada Creek
Ford
Prairie Dell
Gravel pit
Bone Hollow
Gravel
Gravel
Gravel
Water
Land Cemetery
Jarrell
Gravel
Gravel
BM 898
Gravel
Dona
20
19
18
17
16
15
14
13
12
11
10
32
33
34
35
36
37
38
39
40

Figure 9-1.

The primary data sheet for this flight is shown in Table I. No position update was attempted until near the end of this flight. This flight was used to orient ourselves to the total operation in an unfamiliar area and to work out the procedure for operating the system with parallel tracks and direction reversals. The method of counting down cross track distance when reversing coarse at the end of a swath was worked out on this flight. Figure 9-2 is a plot of the complete flight in the test area showing the continuous path of the aircraft. Figure 9-3 is a plot of the same flight expanded three (3) times. Flight legs 1, 2, and 3 were flown following the steering needle for the baseline leg between waypoints 2 and 3. These three legs consistently placed the aircraft about 1000 feet west of the actual baseline road. Flight leg 4 was flown over the road to note the grid offset. It amounted to a cross track error readout of 0.17 nm. left of track. This grid offset could have been corrected by a position update over a known point. Doing so would have aligned the LORAN grid to the geographic grid system (LOV/LOR). Position update was used for all subsequent flights.

Test Flight #2

Date: 8 August 1976
Location: Boswell's Tavern Virginia (Charlottesville area)
Time: Takeoff 1205 Landing 1325
Purpose of Flight: Evaluate parallel track offsets on North/South Legs
LORAN Chain: East Coast LORAN C Chain (9930)

Secondary stations from Dana Indiana and Nantucket Massachussetts and the Master station from Carolina Beach, North Carolina made up the triad used.

This flight was set up for the Boswell's Tavern area to test the swath width characteristics (parallel track) of the TDL-424 LORAN Navigator. The system was turned on while on the taxi way and waypoints were entered. At the north end of the runway a position update was made to align the LORAN grid with the Lat/Lon grid. The aircraft was flown directly to the test area and north-south legs were flown. Parallel track increments of .03 nm ($\approx$180 feet) were made for the first three legs. The third leg (.09 nm) should have taken the aircraft over a corner of

Table 1. Test Flight No. 1, Jarrell, Texas (Austin Area)

Date: 5 August 1976 Model: TDL-424

Title: JARRELL TEXAS #1 Report: Test Flight #1

TEST DESCRIPTION

15 Minute Quad Map
TEST BLOCK 1 - JARRELL #1

Airport Reference Point:

Vor Circle on East Side
N 30° 18.16' W 97° 42.08'

Tower Reference:

N 30° 52.74
W 97° 43.47

AUSTIN-FORT HOOD CHAIN
AUSTIN AIRPORT BASE

① LAT 30° 18'
LON 97° 42'

② LAT 30° 47.22'
LON 97 34.13

③ LAT 30 55.00
LON 97 37.31

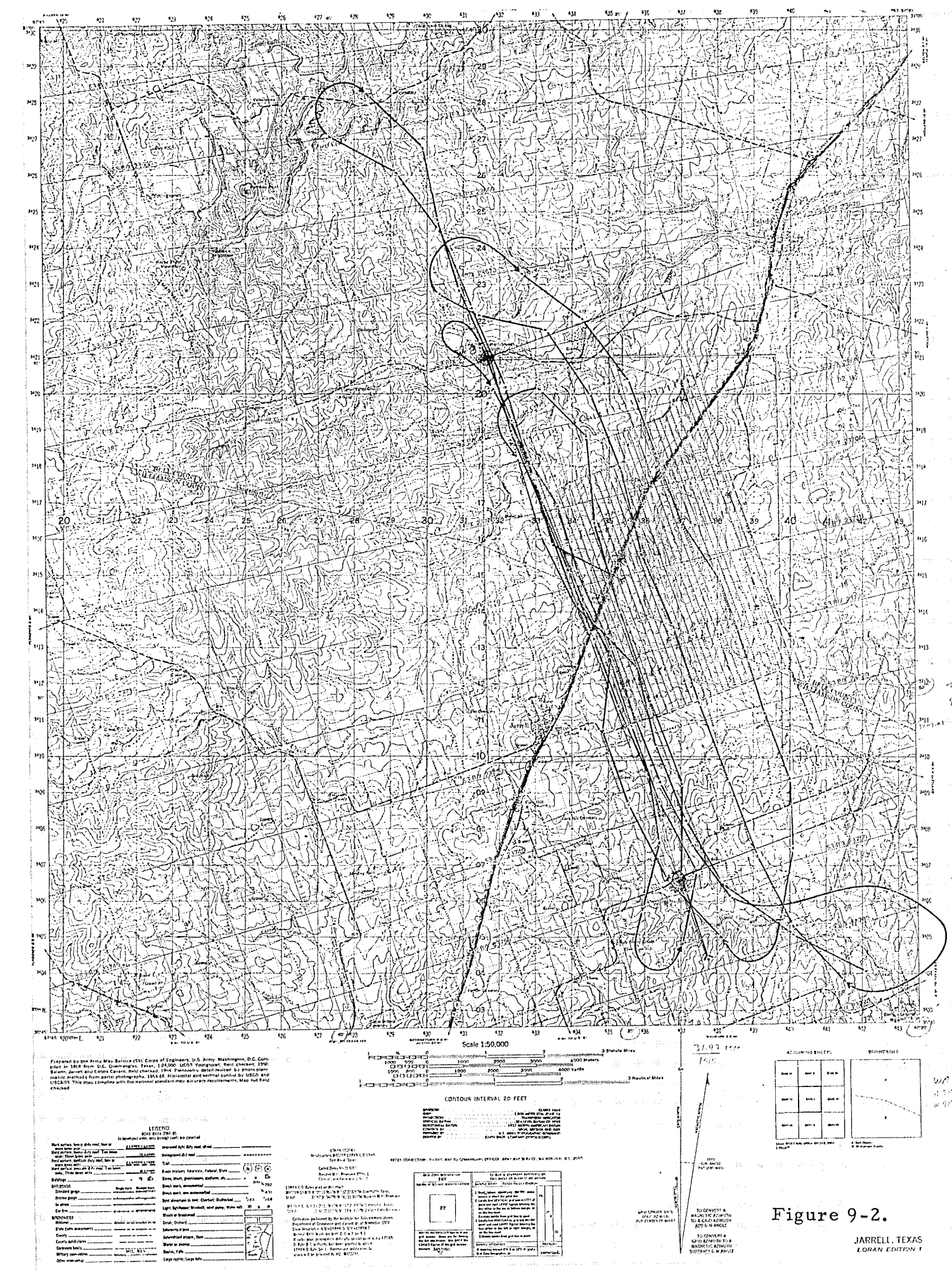
④ N 30 48.13
W 97° 31.13

⑤ 30° 55.92
97° 34.28

INITIAL LINE

WPT 2-3 = 8.22 NM

SWATH	DIRECT	OFFSET	VON	VOF
1	2-3	0	5.8	1.3 - 4.5
2	3-2	L. 1	6.9	2.3
3	2-3	R. 2	5.8	1.3
4	3-2	L. 3	6.7	2.3
5	2-3	R. 4	5.8	2.2
6	3-2	L. 5	6.1	2.3
7	2-3	R. 6	5.8	2.1
'	'	ODD R $\frac{S-1}{10}$ NM -		
N	'	EVEN L $\frac{S-1}{10}$ NM -		


Scale 1:50,000
CONTOUR INTERVAL 20 FEET
JARRELL
Jarrell
Prepared by the Army Map Service (1st) Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1964 from U.S. Quadrangles, Texas, 1:24,000: USGS Youngsport, Reed checked, 1958; Salado, Jarrell and Cobbs Cavern, Reed checked, 1964. Planimetric detail revised by photo planimetric methods from aerial photography, 1964-66. Horizontal and vertical control by USGS and USC&GS. This map complies with the national standard map accuracy requirements. Map not field checked
LEGEND
ROAD DATA (TM) 8
Improved light duty road, all-weather
Unimproved dirt road
Trail
Dam, dam, prominent, conspicuous
Levee
Bridge
Tunnel
Railroad, single track
Railroad, multiple track
Railroad in tunnel
Railroad, abandoned
Railroad, under construction
Railroad, standard gauge
Railroad, narrow gauge
Railroad, dismantled
Railroad, street car
Railroad, logging
Railroad, incline
Railroad, cable
Railroad, rack and pinion
Railroad, aerial tramway
Railroad, switch
Railroad, turntable
Railroad, roundhouse
Railroad, station
Railroad, abandoned
Railroad, under construction
Railroad, in tunnel
Railroad, in cut
Railroad, on fill
Railroad, on trestle
Railroad, on viaduct
Railroad, on bridge
Railroad, on ferry
Railroad, on pier
Railroad, on wharf
Railroad, on dock
Railroad, on quay
Railroad, on jetty
Railroad, on breakwater
Railroad, on seawall
Railroad, on groin
Railroad, on revetment
Railroad, on riprap
Railroad, on gabion
Railroad, on mattress
Railroad, on fascine
Railroad, on brush
Railroad, on log
Railroad, on timber
Railroad, on steel
Railroad, on concrete
Railroad, on masonry
Railroad, on stone
Railroad, on brick
Railroad, on tile
Railroad, on pipe
Railroad, on culvert
Railroad, on bridge
Railroad, on viaduct
Railroad, on trestle
Railroad, on fill
Railroad, on cut
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Railroad, dismantled
Railroad, narrow gauge
Railroad, standard gauge
Railroad, single track
Railroad, multiple track
Railroad, in tunnel

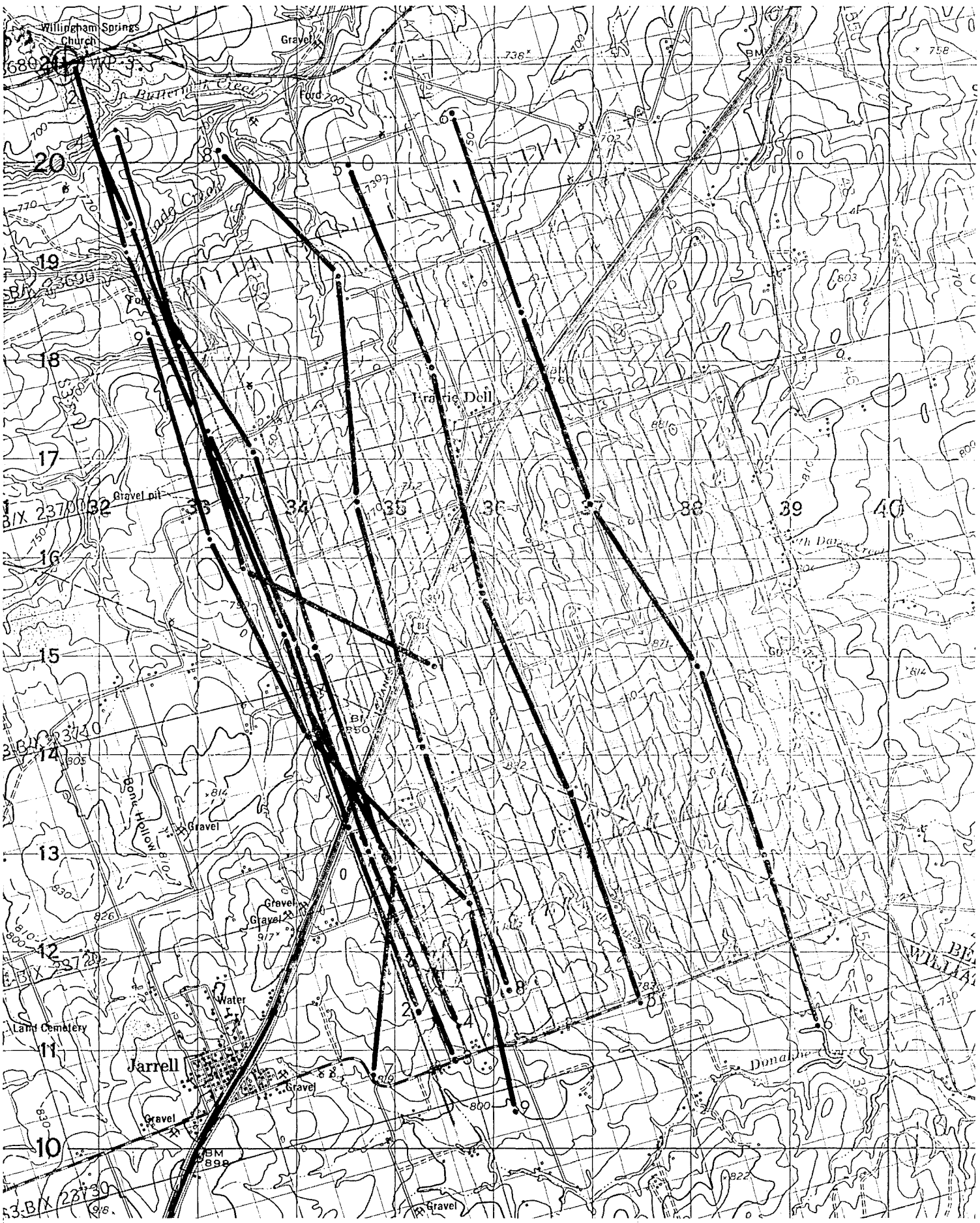
Willingham Springs Church
Gravel
Butler Creek
Ford
Jarrell
Gravel
Water
Land Cemetery
Bone Hollow
Gravel pit
Prairie Dell
Gravel
Gravel
Gravel
Gravel
Gravel
BM 898
Gravel
Donahue

Figure 9-3.

the Boswell's tavern motel. The actual track fell short of the expected track. To reach the desired track an offset of 0.11 nm had to be input. This indicated improper scaling of the parallel track offset quantity. Additional legs were flown which proved the scaling of the parallel track term was short by a constant 0.8 of the desired offset distance. It was also found that the recorder auto function had not been initiated during the first legs but was turned on for the remainder of the flight.

It was found that the along track (distance to go) readout was right on. Each intersection along the baseline was crossed when indicated by the system. To test the 20% error in parallel track offsets inputs were increased by 20% and actual position was noted. Also an East West leg was flown with a parallel track offset and no error was noted in actual position. This seems to indicate that the offset error is only present when flying close to a north or south direction. This will be investigated further in later flights. Table 2 is the primary data sheet and Figures 9-4 show the plotted data overlay on the test area map.

Test Flight #3

Date: 8 August 1976
Location: Boswell Tavern, Virginia (Charlottesville area)
Time: Takeoff 1606 Landing 1738
Purpose: Evaluation of East West Legs for parallel track errors
Recording Interval: 30 Seconds
LORAN Chain: East Coast LORAN C Chain (9930)

The system was turned on and waypoints entered while on the taxiway. A position update was made at the southend of the runway this time. This position proved to be in error from map readings due to lengthening of the runway since the map was produced. This error was later taken out by another position update over the VOR antenna. The flight was made to further investigate the parallel track scaling error. Two North South legs at 0.24 nm (.31 entered) and 1.2 nm (1.51 entered) offset values were flown which verified test flight #1 results. East/West legs were evaluated and were found to have no offset scale factor error as was seen with the North/South legs. An additional leg was made up the pipe line from waypoint 6

Table 2. Test Flight No. 2, Boswell's Tavern, Virginia
(Charlottesville Area)

Date: 8 August 1976 Model: TDL-424

Title: BOSWELL'S TAVERN Report: Test Flight #2

TEST DESCRIPTION

CHARLOTTESVILLE AIRPORT

South	North	Ramp
N 38° 08.06	N 38° 08.75	N 38° 08.24
W 78° 27.30	W 78° 26.95	W 78° 27.05
WP 1	WP 9	

BOSWELL'S TAVERN

North (Pipeline)	South	VOR	West Pt.
N 38° 05.40	N 38° 00.40	N 38° 00.81	N 38° 00.97
W 78° 11.18	W 78° 11.53	W 78° 09.19	W 78° 12.30
WP 2	WP 3	WP 4	WP 5

4.99 NM

	1.15 (3.84)		Two road intersection
N ↑	1.68 (3.31)	↓ S	Pipeline crossing
↑	3.50 (1.49)	S	Caging station
↑	3.92 (1.07)		Road intersection

South/West (Pipeline)

N 38° 02.20

W 78° 14.40

WP 6

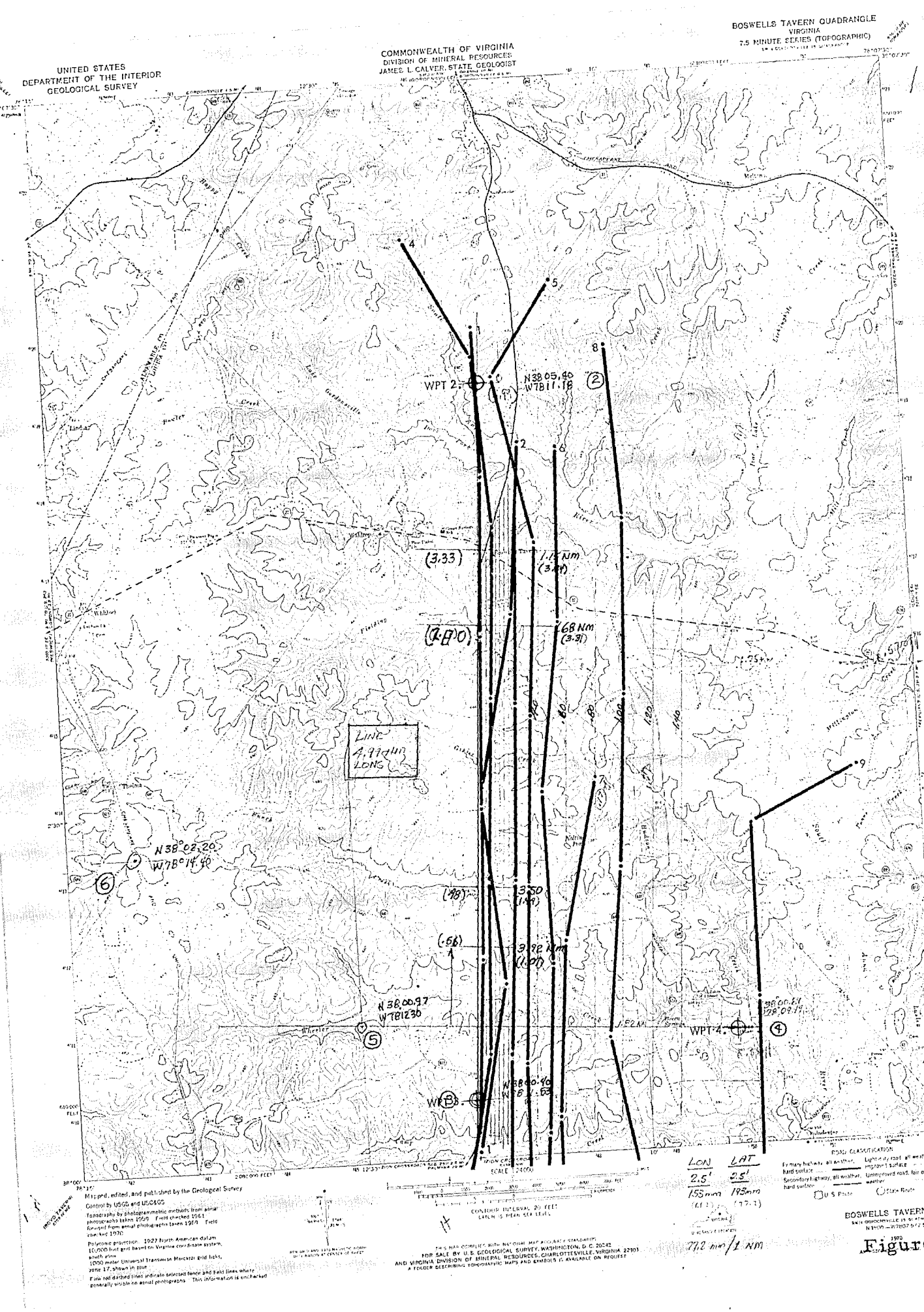
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
COMMONWEALTH OF VIRGINIA
DIVISION OF MINERAL RESOURCES
JAMES L. CALVER, STATE GEOLOGIST
BOSWELLS TAVERN QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)
WPT 2
N38 05.40
W78 11.18
WPT 3
N38 02.20
W78 14.40
WPT 4
N38 00.97
W78 12.30
WPT 5
N38 00.40
W78 08.19
WPT 6
N38 00.41
W78 09.19
(3.33)
1.4 NM
(3.1)
(1.80)
.68 NM
(3.31)
(.98)
.350
(.19)
(.56)
.392 NM
(1.00)
LINE
4.97 NM
LONG
2.5'
155 mm
(61)
LAT
2.5'
195 mm
(77.1)
77.2 mm/1 NM
SCALE 1:24000
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
ROAD CLASSIFICATION
BOSWELLS TAVERN, VA.
1970

Figure 9-4

to waypoint 2. This leg followed right on top of the pipeline clear area. The primary data sheet (Table 3) gives the waypoint coordinates, distance measurement and crossing points from waypoints 2 and 3. The data plot and test map are shown as Figure 9-5. The baseline for North/South leg is between waypoints 2 and 3 as in test flight #2. The East/West legs start from a baseline established from waypoint 4 to waypoint 6.

Test Flight #4

Date: 8 August 1976
Location: Stanardsville, Virginia (Charlottesville area)
Time: Takeoff 1606 Landing 1738
Purpose: Evaluation of parallel track on 45° heading legs
Recording Interval: 30 seconds

This flight is a continuation of test flight #2 into the Stanardsville area to test parallel offsets from a pipeline which has a bearing of about 45°. Parallel track offsets were made both left and right of the baseline established between waypoint 7 and waypoint 8. Again no scaling error was found in the offset distance from a baseline other than 0° or 180°. The primary data sheet is given in Table 4. The recorded data plot and test area map are shown as Figure 9-6.

Test Flight #5

Date: 11 August 1976
Location: Jarrell Texas (Austin area)
Time: Takeoff 0755 Landing 1015
Purpose: Demonstration Flight for Norm Meyer and Harry Moore from the U.S. Dept. of Agriculture
Recording Interval: 30 Seconds
Chain: Ft. Hood LORAN D (4970)

This flight was made to demonstrate the aerial positioning capability of the TDL-424 for USDA uses. Two very knowledgeable gentlemen from the Department of Agriculture, Norm Meyer and Harry Moore, were briefed on the system and the test plot to be flown (Figure 9-7). To beat the heat of the day an early start

Table 3. Test Flight No. 3, Boswell's Tavern, Virginia
(Charlottesville Area)

Date: 8 August 1976 Model: TDL-424

Title: BOSWELL'S TAVERN Report: Test Flight #3

TEST DESCRIPTION

CHARLOTTESVILLE AIRPORT

South	North	Ramp
N 38° 08.06	N 38° 08.75	N 38° 08.24
W 78° 27.30	W 78° 26.95	W 78° 27.05
WP 1	WP 9	

BOSWELL'S TAVERN

North (Pipeline)	South	VOR	West Pt.
N 38° 05.40	N 38° 00.40	N 38° 00.81	N 38° 00.97
W 78° 11.18	W 78° 11.53	W 78° 09.19	W 78° 12.30
WP 2	WP 3	WP 4	WP 5

4.99 NM

	1.15	(3.84)	Two road intersection
N ↑	1.68	(3.31)	Pipeline crossing
↑	3.50	(1.49) S	Caging station
↑	3.92	(1.07)	Road intersection

South/West (Pipeline)

N 38° 02.20

W 78° 14.40

WP 6

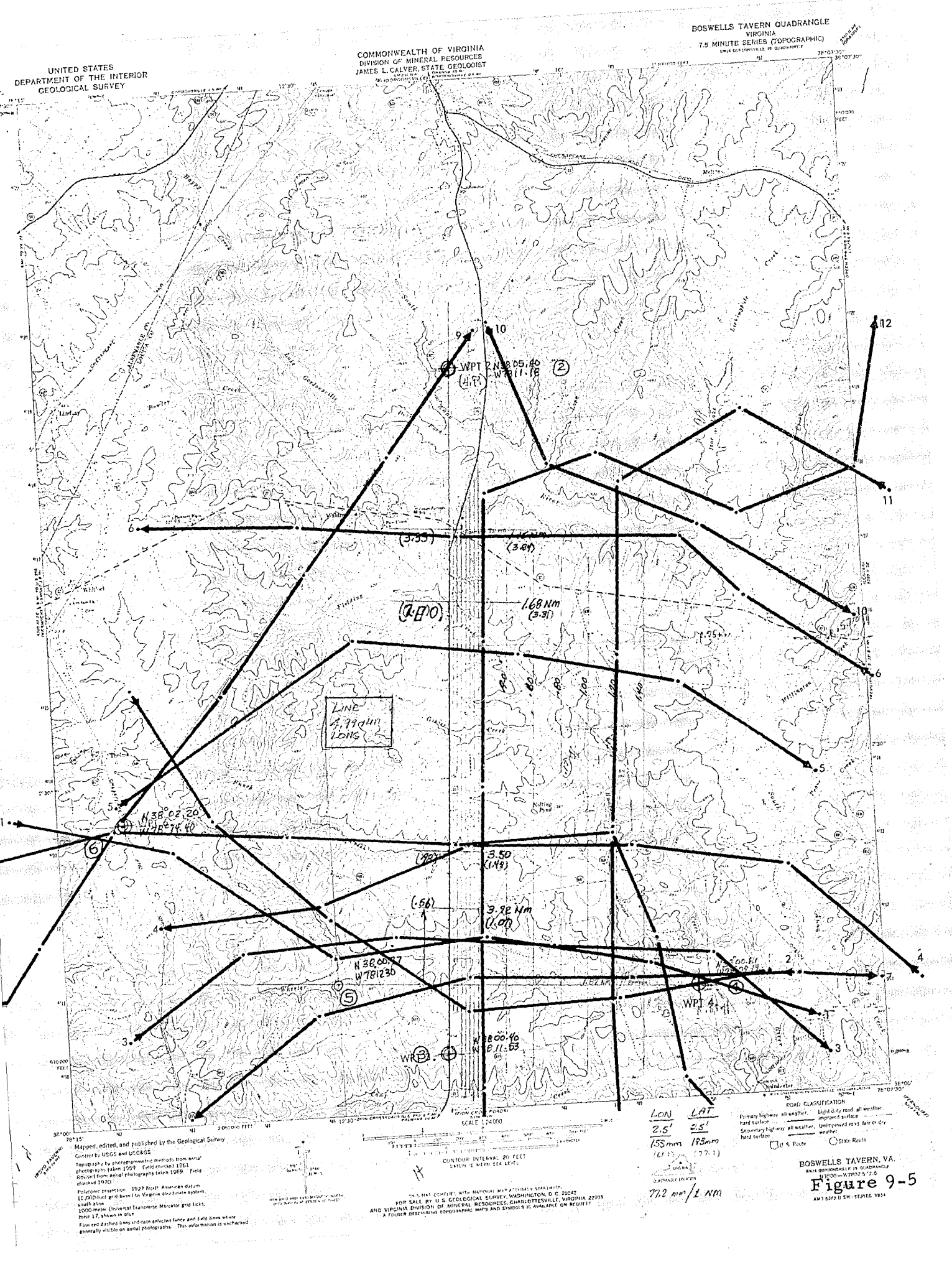
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
COMMONWEALTH OF VIRGINIA
DIVISION OF MINERAL RESOURCES
JAMES L. CALVER, STATE GEOLOGIST
BOSWELLS TAVERN QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)
WPT 2 N38 05.60 W78 11.18
(4.93)
WPT 3 N38 00.46 W78 11.63
WPT 4
N38 02.20 W78 16.40
N38 00.27 W78 12.30
LINE 4.79 NM LONG
1.68 NM (3.31)
3.50 (1.49)
3.92 NM (1.00)
(3.55)
(3.84)
(4.80)
(.66)
(.82)
LON 2.5' 155mm (61.5)
LAT 2.5' 195mm (77.1)
77.2 mm/1 NM
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
SCALE 1:24000
ROAD CLASSIFICATION
U.S. Route
State Route
Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
BOSWELLS TAVERN, VA.
Figure 9-5

Table 4. Test Flight No. 4, Stanardsville, Virginia
(Charlottesville Area)

Date: 8 August 1976 Model: TDL-424

Title: STANARDSVILLE, VA. Report: Test Flight #4

TEST DESCRIPTION

AIRPORT CHARLOTTESVILLE

Ramp	South	North
N 38 08.24	N 38 08.06	N 38 08.75
W 78 27.05	W 78 27.30	W 78 26.95
	WP 1	WP 9

Pipeline STANARDSVILLE - MAP N 1/

N 38 15.00	N 38° 16.65
W 78 29.76	W 78° 27.30
WP 7	WP 8

RT // TRACK	0.12	Small pond
	0.24	Small pond
	1.37	Highway intersection
LFT // TRACK	0.92	Straight road segment
	1.00	Two ponds (200' across)

BOSWELL'S TAVERN S1/E2

North/South Road (4.99 NM)

South	North	South/East Pipeline	VOR	E/W Point
N 38° 00.40	N 38° 05.40	N 38° 02.20	N 38° 00.81	N 38° 00.97
W 78° 11.53	W 78° 11.18	W 78° 14.40	W 78° 09.19	W 78° 12.30

Along track:	North	South
Two road intersection	1.15	3.84
Pipeline crossing	1.68	3.31
Caging station	3.50	1.49
Road intersection	3.92	1.07

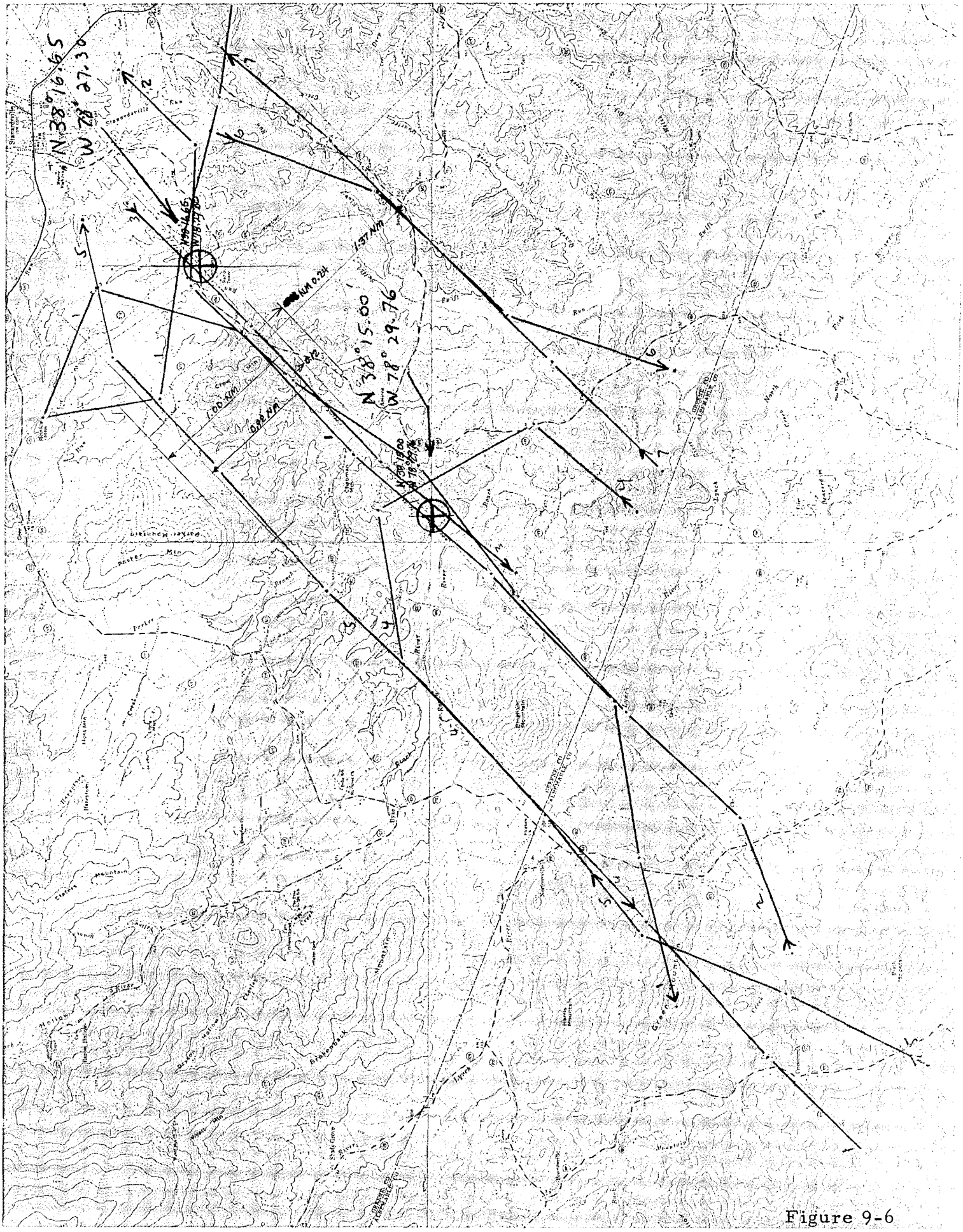

Figure 9-6

was made. A position update was made at the VOR check circle on the taxi-way to the north end of the runway. This was the first flight to this test area so the system was followed to get to the baseline.

Legs were flown between waypoints 2 and 3. The path flown was slightly cocked from roadway intended and distance to waypoint 2 was off by about .3 nm. Distance to waypoint 3 was right on. These conditions were consistent for every leg flown over the road. This led us to believe that the position of waypoint 2 had been incorrectly calculated from the map which was later confirmed, waypoint 2 longitude should be W97^{o} 37.55 instead of W97 37.95.

Both Norm and Harry operated the system and flew the aircraft. They flew to a random road north and west of the test plot and flew over the road once freezing the display at the road ends and entering them as waypoints 4 and 5. This road was flown over back and forth three (3) times with consistent accurate on top readings, both with cross track steering and distance to go. Parallel track offsets of .05 nm (303 ft), 0.1 nm (607 ft), 0.22 nm (1335 ft), and 0.87 nm (5280 ft) were entered and flown. The position offsets looked good but no reference points were available to check. The aircraft was then flown back to the WP 2-3 leg and an offset of 0.87 nm was entered to overfly a parallel dirt driveway south of the baseline by one statute mile as measured from the map. This driveway was directly overflown by following system indications.

Another parallel road was found from the map to be 1.94 nm north of the baseline. The offset was entered into the system which resulted in positioning the aircraft over this new road but with the same cocked coarse as found on the baseline. This road was again overflown and waypoints were established at the beginning and end by freezing the display on top and entering into waypoints 4 and 5. The line was reflown and the system guided the aircraft right down the road. An offset of 1.94 nm was entered from this line and the system guided the aircraft right down the original baseline road. Also on this flight the steering delay was measured by crossing the baseline on a perpendicular coarse and measuring the delay time. It amounted to about two (2) seconds delay.

Table 5 is the primary data sheet for test flight #5 and data plot and test area map are given in Figure 9-7.

Test Flight #6

Date: 11 August 1976
Location: Jarrell Texas (Austin Area)
Time: Takeoff 1704 Landing 1815
Purpose: Accuracy data recording
Recording Interval: 3 Seconds
LORAN Chain: Ft. Hood, Texas LORAN D Chain (4970)

This flight was organized differently from the previous flight in that data taking is the primary function and the flight path followed was predetermined. The test area was the same as test flight #5 although the swaths were flown with increasing parallel offsets. Since the baseline heading was not 0^{o} or 180^{o} no scaling error was apparent. Unfortunatelyonly half of the eleven legs were recorded due to a battery failure half way through the flight. Recording of data was done by starting the recorder at the boom on point and shutting it off at the boom off point on the leg. In this manner the flight closely represented an actual spray mission. The data was recorded every three (3) seconds during the on time. This proved to be too heavy a load for the batteries to maintain. Although the batteries checked good prior to flight, the cut off voltage was reached about half way through the flight. The data that was recorded was of the .01 nm (60 feet) spacing and .03 (182 feet) spacing out to 0.09 nm (547 feet).

With the aid of the LDI steering, smoothing and a good road ground reference and experience in flying the system, the pilot was able to hold a steady line even at the 60 ft. spacings. The raw data was jumping as much as 180 ft. crosstrack as can be seen from the raw data plot (Figure 9-8). The smoothed steering reduced the jumps considerably and the pilot was able to integrate by eye the balance of the remaining lateral motion represented on the needle. The reduced data shown in Figure 9-9 shows a least squares fit of all the raw data points for each leg. As can be seen, the actual position of the aircraft was incrementing in a northerly direction with each leg, in a proper manner.

Table 5. Test Flight #5, Jarrell, Texas (Austin Area)

Date: 11 August 1976 Model: TDL-424

Title: JARRELL TEXAS #2 Report: Test Flight #5

TEST DESCRIPTION

Test/Demo Block

Jarrell #2 - 7 1/2 Minute Quad

WP 2 N 30° 46.54
W 97° 37.95

WP 3 N 30° 48.80'
W 97° 30.47'

DISTANCE: (2) - (3) 6.53 NM

SWATH WIDTH: 304 FEET NOM.

SWATHS	OFFSET Ft.	OFFSET NM	DIREC	V_{ON}	V_{OF}
2	304	R. 05	3-2	6.5	.1
3	608	L. 10	2-3	6.4	.1
4	912	R. 15	3-2	6.3	.2
5	1216	L. 20	2-3	6.3	.3
6	1520	R. 25	3-2	-	-
7	1824	L. 30	2-3	-	-
8	2128	R. 35	3-2	-	-
9	2432	L. 40	2-3	6.2	.4
10	2736	R. 45	3-2	-	-
11	3040	L. 50	2-3	-	-
12	3344	R. 55	3-2	-	-
13	3648	L. 60	2-3	-	-
14	3952	R. 65	3-2	6.1	.6

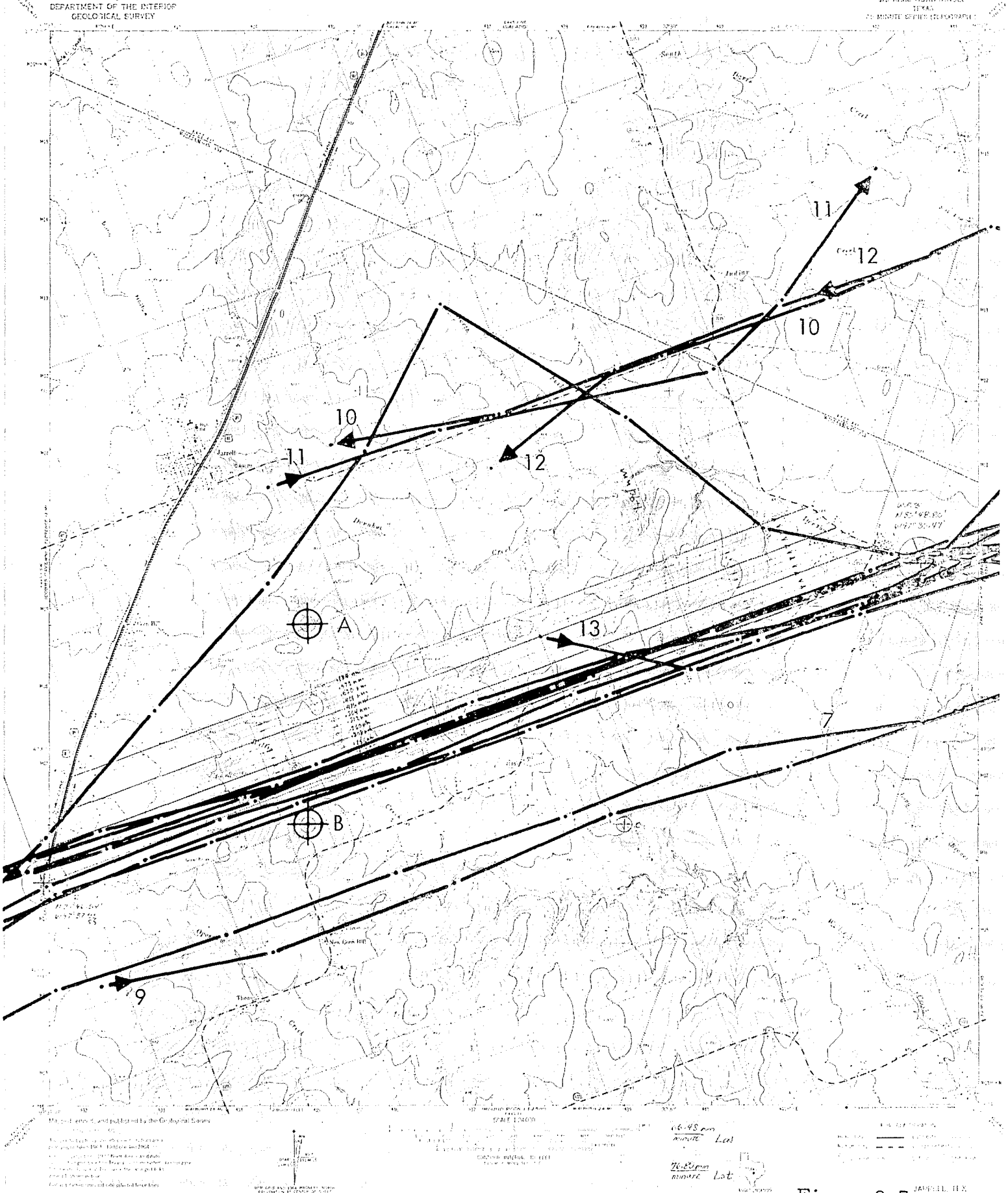
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
JARRELL QUADRANGLE
TEXAS
7.5 MINUTE SERIES (TOPOGRAPHIC)
11
12
10
10
11
12
A
13
7
B
9

Figure 9-7.

Table 6. Test Flight #6, Jarrell, Texas (Austin Area)

Date: 11 August 1976 Model: TDL-424

Title: JARRELL TEXAS #2 Report: Test Flight #6

TEST DESCRIPTION

Test/Demo Block

Jarrell #2 7 1/2 Minute Quad

WP 2 N 30° 46.54
W 97° 37.95

WP 3 N 30° 48.80'
W 97° 30.47'

DISTANCE: (2) - (3) 6.53 NM

SWATH WIDTH: 304 FEET NOM.

SWATHS	OFFSET Ft.	OFFSET NM	DIREC	V_{ON}	V_{OF}
2	60	R .01	3-2	6.5	.1
3	121	L .02	2-3	6.4	.1
4	182	R .03	3-2	6.3	.2
5	365	L .06	2-3	6.3	.3
6	547	R .09	3-2	-	-
7	1278	L .21	2-3	-	-
8	2556	R .42	3-2	-	-
9	5112	L .84	2-3	6.2	.4
10	6068	R1.0	3-2	-	-
11	0	L .0	2-3	6.5	.1
12		R	3-2		
13		L	2-3		
14		R	3-2		

Figure 9-8

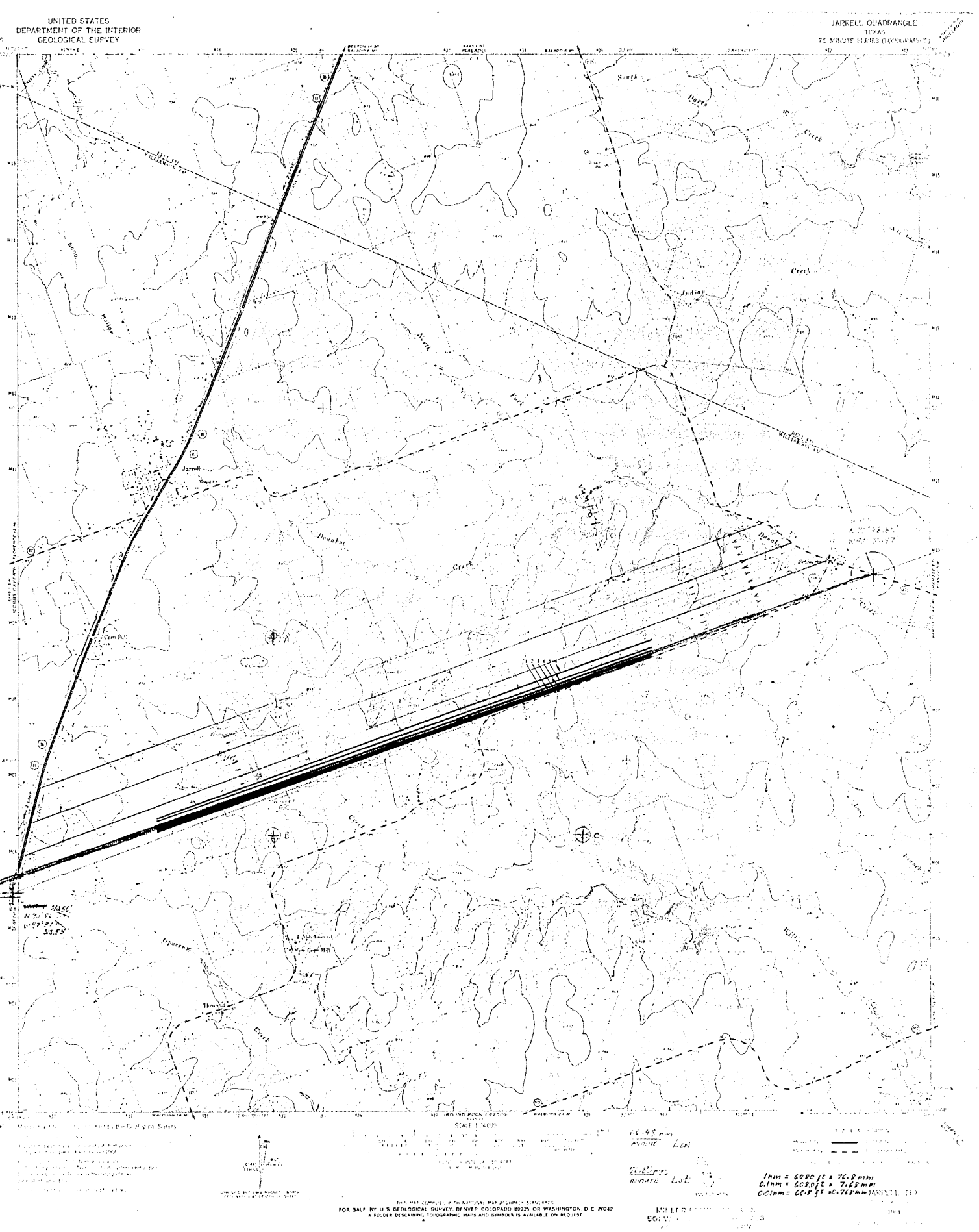
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
JARRELL QUADRANGLE
TEXAS
7.5 MINUTE SERIES (TOPOGRAPHIC)
Jarrell
Dunahue
Creek
Indian
South
Fork
Walnut
Opossum
Timmons
SCALE 1:24000
1nm = 6080 ft = 76.8 mm
0.1nm = 608.0 ft = 7.68 mm
0.01nm = 60.8 ft = 0.768 mm
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Figure 9-9.

10. PRINTOUT OF RAW RECORDED DATA

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#1 Tape
Side 1
El Paso to Austin
Test Flight #1
8/5/76

LAT/LON

TD's

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TD's

#1 Tape

Side 1

El Paso to Austin

Test Flight #1

8/5/76

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ID-03 RPT-0 STATUS-0 TDA=0304703 TDB=0973515
ID-03 RPT-0 STATUS-0 TDA=0304595 TDB=0973507
ID-03 RPT-0 STATUS-0 TDA=0304496 TDB=0973507
ID-03 RPT-0 STATUS-0 TDA=0304509 TDB=0973396
ID-03 RPT-0 STATUS-0 TDA=0304621 TDB=0973398
ID-03 RPT-0 STATUS-0 TDA=0304725 TDB=0973456
ID-03 RPT-0 STATUS-0 TDA=0304690 TDB=0973541
ID-03 RPT-0 STATUS-0 TDA=0304596 TDB=0973502
ID-03 RPT-0 STATUS-0 TDA=0304593 TDB=0973392
ID-03 RPT-0 STATUS-0 TDA=0304703 TDB=0973337
ID-03 RPT-0 STATUS-0 TDA=0304763 TDB=0973430
ID-03 RPT-0 STATUS-0 TDA=0304856 TDB=0973491
ID-03 RPT-0 STATUS-0 TDA=0304975 TDB=0973448
ID-03 RPT-0 STATUS-0 TDA=0305091 TDB=0973409
ID-03 RPT-0 STATUS-0 TDA=0305168 TDB=0973505
ID-03 RPT-0 STATUS-0 TDA=0305222 TDB=0973624
ID-03 RPT-0 STATUS-0 TDA=0305342 TDB=0973663
```

#1 Tape

Side 1

El Paso to Austin

Test Flight #1

8/5/76

```
ID-03 RPT-0 STATUS-1 TDA=0304956 TDB=0973132
ID-03 RPT-0 STATUS-0 TDA=0304646 TDB=0973197
ID-03 RPT-0 STATUS-0 TDA=0304618 TDB=0973311
ID-03 RPT-0 STATUS-0 TDA=0304725 TDB=0973395
ID-03 RPT-0 STATUS-0 TDA=0304847 TDB=0973463
ID-03 RPT-0 STATUS-0 TDA=0304966 TDB=0973501
ID-03 RPT-0 STATUS-0 TDA=0305069 TDB=0973581
ID-03 RPT-0 STATUS-0 TDA=0305146 TDB=0973707
ID-03 RPT-0 STATUS-0 TDA=0305203 TDB=0973840
ID-03 RPT-0 STATUS-0 TDA=0305321 TDB=0973916
ID-03 RPT-0 STATUS-7 TDA=0305375 TDB=0973938
ID-03 RPT-0 STATUS-7 TDA=0305375 TDB=0973938
ID-03 RPT-0 STATUS-7 TDA=0305375 TDB=0973938
ID-03 RPT-0 STATUS-7 TDA=0305375 TDB=0973938
ID-03 RPT-0 STATUS-7 TDA=0305375 TDB=0973938
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1116000 TDB=2396000
ID-03 RPT-0 STATUS-7 TDA=1149075 TDB=2378278
ID-03 RPT-0 STATUS-7 TDA=0142748 TDB=0442526
ID-03 RPT-0 STATUS-7 TDA=0142748 TDB=0442526
ID-03 RPT-0 STATUS-7 TDA=0142748 TDB=0442526
ID-03 RPT-0 STATUS-7 TDA=0142748 TDB=0442526
ID-03 RPT-0 STATUS-7 TDA=0142748 TDB=0442526
ID-03 RPT-0 STATUS-7 TDA=0142748 TDB=0442526
ID-03 RPT-0 STATUS-7 TDA=0142748 TDB=0442526
ID-03 RPT-0 STATUS-7 TDA=0301800 TDB=0974208
ID-03 RPT-0 STATUS-7 TDA=0301800 TDB=0974208
ID-03 RPT-0 STATUS-0 TDA=0372720 TDB=0313598
ID-03 RPT-0 STATUS-7 TDA=0930910 TDB=1265318
ID-03 RPT-0 STATUS-7 TDA=0301816 TDB=1265318
ID-03 RPT-0 STATUS-7 TDA=0301816 TDB=0974208
ID-03 RPT-0 STATUS-7 TDA=0301816 TDB=0974208
ID-03 RPT-0 STATUS-7 TDA=0372059 TDB=0663787
```

#1 Tape

Side 1

El Paso to Austin

Test Flight #1

8/5/76

TD's

```
ID-03 RPT-0 STATUS-0 TDA=0301797 TDB=0974176
ID-03 RPT-0 STATUS-0 TDA=0302024 TDB=0974519
ID-03 RPT-0 STATUS-0 TDA=0302024 TDB=0974521
ID-03 RPT-0 STATUS-0 TDA=0302022 TDB=0974522
ID-03 RPT-0 STATUS-0 TDA=0302023 TDB=0974519
ID-03 RPT-0 STATUS-0 TDA=0302022 TDB=0974517
ID-03 RPT-0 STATUS-0 TDA=0302023 TDB=0974520
ID-03 RPT-0 STATUS-0 TDA=0302027 TDB=0974523
ID-03 RPT-0 STATUS-0 TDA=0302027 TDB=0974524
ID-03 RPT-0 STATUS-0 TDA=0301965 TDB=0974515
ID-03 RPT-0 STATUS-0 TDA=0301884 TDB=0974527
ID-03 RPT-0 STATUS-0 TDA=0301851 TDB=0974619
ID-03 RPT-0 STATUS-0 TDA=0301869 TDB=0974686
ID-03 RPT-0 STATUS-0 TDA=0301974 TDB=0974690
ID-03 RPT-0 STATUS-0 TDA=0302075 TDB=0974674
ID-03 RPT-0 STATUS-0 TDA=0302184 TDB=0974655
ID-03 RPT-0 STATUS-0 TDA=0302307 TDB=0974623
ID-03 RPT-0 STATUS-0 TDA=0302444 TDB=0974603
ID-03 RPT-0 STATUS-0 TDA=0302581 TDB=0974570
ID-03 RPT-0 STATUS-0 TDA=0302691 TDB=0974492
ID-03 RPT-0 STATUS-0 TDA=0302794 TDB=0974394
ID-03 RPT-0 STATUS-0 TDA=0302899 TDB=0974305
ID-03 RPT-0 STATUS-0 TDA=0303014 TDB=0974241
ID-03 RPT-0 STATUS-0 TDA=0303141 TDB=0974203
ID-03 RPT-0 STATUS-0 TDA=0303264 TDB=0974156
ID-03 RPT-0 STATUS-0 TDA=0303409 TDB=0974148
ID-03 RPT-0 STATUS-0 TDA=0303517 TDB=0974071
ID-03 RPT-0 STATUS-0 TDA=0303628 TDB=0974007
ID-03 RPT-0 STATUS-0 TDA=0303722 TDB=0973905
ID-03 RPT-0 STATUS-0 TDA=0303851 TDB=0973855
ID-03 RPT-0 STATUS-0 TDA=0303975 TDB=0973772
ID-03 RPT-0 STATUS-0 TDA=0304105 TDB=0973708
ID-03 RPT-0 STATUS-0 TDA=0304207 TDB=0973602
ID-03 RPT-0 STATUS-0 TDA=0304280 TDB=0973487
ID-03 RPT-0 STATUS-0 TDA=0304341 TDB=0973361
ID-03 RPT-0 STATUS-0 TDA=0304457 TDB=0973320
ID-03 RPT-0 STATUS-0 TDA=0304561 TDB=0973337
ID-03 RPT-0 STATUS-0 TDA=0304691 TDB=0973403
ID-03 RPT-0 STATUS-0 TDA=0304821 TDB=0973453
ID-03 RPT-0 STATUS-0 TDA=0304947 TDB=0973478
ID-03 RPT-0 STATUS-0 TDA=1151911 TDB=2371575
ID-03 RPT-0 STATUS-0 TDA=1151859 TDB=2370439
ID-03 RPT-0 STATUS-0 TDA=0305339 TDB=0973623
ID-03 RPT-0 STATUS-0 TDA=0305464 TDB=0973685
ID-03 RPT-0 STATUS-0 TDA=0305592 TDB=0973745
ID-03 RPT-0 STATUS-0 TDA=0305717 TDB=0973786
ID-03 RPT-0 STATUS-0 TDA=0305822 TDB=0973714
ID-03 RPT-0 STATUS-7 TDA=0305817 TDB=0973634
ID-03 RPT-0 STATUS-7 TDA=0305817 TDB=0973634
ID-03 RPT-0 STATUS-1 TDA=0305817 TDB=0973634
ID-03 RPT-0 STATUS-0 TDA=0305243 TDB=0973121
ID-03 RPT-0 STATUS-0 TDA=0305145 TDB=0973078
ID-03 RPT-0 STATUS-1 TDA=0305008 TDB=0973029
ID-03 RPT-0 STATUS-0 TDA=0305004 TDB=0973209
ID-03 RPT-0 STATUS-1 TDA=0304886 TDB=0973162
ID-03 RPT-0 STATUS-0 TDA=0304779 TDB=0973091
```

#1 Tape

Side 1

El Paso to Austin

Test Flight #1

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```
ID-03 RPT-0 STATUS-0 TDA=0305459 TDB=0973702
ID-03 RPT-0 STATUS-0 TDA=0305575 TDB=0973760
ID-03 RPT-0 STATUS-0 TDA=0305689 TDB=0973810
ID-03 RPT-0 STATUS-0 TDA=0305779 TDB=0973886
ID-03 RPT-0 STATUS-0 TDA=0305835 TDB=0974001
ID-03 RPT-0 STATUS-0 TDA=0305895 TDB=0973932
ID-03 RPT-0 STATUS-0 TDA=0305817 TDB=0973840
ID-03 RPT-0 STATUS-0 TDA=0305709 TDB=0973818
ID-03 RPT-0 STATUS-0 TDA=0305604 TDB=0973780
ID-03 RPT-0 STATUS-0 TDA=0305500 TDB=0973729
ID-03 RPT-0 STATUS-0 TDA=0305394 TDB=0973695
ID-03 RPT-0 STATUS-0 TDA=0305288 TDB=0973645
ID-03 RPT-0 STATUS-0 TDA=0305186 TDB=0973598
ID-03 RPT-0 STATUS-0 TDA=0305080 TDB=0973558
ID-03 RPT-0 STATUS-0 TDA=0304980 TDB=0973516
ID-03 RPT-0 STATUS-0 TDA=0304879 TDB=0973467
ID-03 RPT-0 STATUS-0 TDA=0304778 TDB=0973451
ID-03 RPT-0 STATUS-0 TDA=0304679 TDB=0973481
ID-03 RPT-0 STATUS-0 TDA=0304628 TDB=0973412
ID-03 RPT-0 STATUS-0 TDA=0304734 TDB=0973386
ID-03 RPT-0 STATUS-0 TDA=0304836 TDB=0973449
ID-03 RPT-0 STATUS-0 TDA=0304951 TDB=0973495
ID-03 RPT-0 STATUS-0 TDA=0305066 TDB=0973549
ID-03 RPT-0 STATUS-0 TDA=0305182 TDB=0973595
ID-03 RPT-0 STATUS-0 TDA=0305297 TDB=0973648
ID-03 RPT-0 STATUS-0 TDA=0305409 TDB=0973695
ID-03 RPT-0 STATUS-0 TDA=0305524 TDB=0973745
ID-03 RPT-0 STATUS-0 TDA=0305604 TDB=0973821
ID-03 RPT-0 STATUS-0 TDA=0305527 TDB=0973804
ID-03 RPT-0 STATUS-0 TDA=0305522 TDB=0973661
ID-03 RPT-0 STATUS-0 TDA=0305506 TDB=0973526
ID-03 RPT-0 STATUS-0 TDA=0305588 TDB=0973571
ID-03 RPT-0 STATUS-0 TDA=0305551 TDB=0973683
ID-03 RPT-0 STATUS-0 TDA=0305458 TDB=0973724
ID-03 RPT-0 STATUS-0 TDA=0305353 TDB=0973668
ID-03 RPT-0 STATUS-0 TDA=0305284 TDB=0973619
ID-03 RPT-0 STATUS-0 TDA=0305180 TDB=0973582
ID-03 RPT-0 STATUS-0 TDA=1151656 TDB=2371586
ID-03 RPT-0 STATUS-0 TDA=1151791 TDB=2372466
ID-03 RPT-0 STATUS-0 TDA=1151901 TDB=2373366
ID-03 RPT-0 STATUS-0 TDA=1152080 TDB=2374224
ID-03 RPT-0 STATUS-0 TDA=1152405 TDB=2375001
ID-03 RPT-0 STATUS-0 TDA=1153416 TDB=2375253
ID-03 RPT-0 STATUS-1 TDA=1154484 TDB=2375415
ID-03 RPT-0 STATUS-0 TDA=1155179 TDB=2376105
ID-03 RPT-0 STATUS-0 TDA=1154579 TDB=2376611
ID-03 RPT-0 STATUS-0 TDA=1153633 TDB=2376393
ID-03 RPT-0 STATUS-0 TDA=1153116 TDB=2375545
ID-03 RPT-0 STATUS-0 TDA=1152904 TDB=2374573
ID-03 RPT-0 STATUS-0 TDA=1152786 TDB=2373567
ID-03 RPT-0 STATUS-0 TDA=1152688 TDB=2372555
ID-03 RPT-0 STATUS-0 TDA=1152622 TDB=2371550
ID-03 RPT-0 STATUS-0 TDA=1152469 TDB=2370564
ID-03 RPT-0 STATUS-0 TDA=1152507 TDB=2369512
ID-03 RPT-0 STATUS-0 TDA=1152379 TDB=2368514
ID-03 RPT-0 STATUS-0 TDA=1152073 TDB=2367586
```

#1 Tape

Side 1

El Paso to Austin

Test Flight #1

8/5/76

```
ID-03 RPT-0 STATUS-0 TDA=0304556 TDB=0981120
ID-03 RPT-0 STATUS-0 TDA=0304563 TDB=0980980
ID-03 RPT-0 STATUS-0 TDA=0304592 TDB=0980840
ID-03 RPT-0 STATUS-0 TDA=0304634 TDB=0980697
ID-03 RPT-0 STATUS-0 TDA=0304560 TDB=0980630
ID-03 RPT-0 STATUS-0 TDA=0304456 TDB=0980570
ID-03 RPT-0 STATUS-0 TDA=0304357 TDB=0980488
ID-03 RPT-0 STATUS-0 TDA=0304276 TDB=0980417
ID-03 RPT-0 STATUS-0 TDA=0304187 TDB=0980335
ID-03 RPT-0 STATUS-0 TDA=0304109 TDB=0980237
ID-03 RPT-0 STATUS-0 TDA=0304013 TDB=0980150
ID-03 RPT-0 STATUS-0 TDA=0303912 TDB=0980069
ID-03 RPT-0 STATUS-0 TDA=0303809 TDB=0975968
ID-03 RPT-0 STATUS-0 TDA=0303711 TDB=0975881
ID-03 RPT-0 STATUS-0 TDA=0303605 TDB=0975805
ID-03 RPT-0 STATUS-0 TDA=0303486 TDB=0975729
ID-03 RPT-0 STATUS-0 TDA=0303385 TDB=0975640
ID-03 RPT-0 STATUS-0 TDA=0303290 TDB=0975548
ID-03 RPT-0 STATUS-0 TDA=0303193 TDB=0975458
ID-03 RPT-0 STATUS-0 TDA=0303098 TDB=0975370
ID-03 RPT-0 STATUS-0 TDA=0303002 TDB=0975286
ID-03 RPT-0 STATUS-0 TDA=0302900 TDB=0975193
ID-03 RPT-0 STATUS-0 TDA=0302803 TDB=0975102
ID-03 RPT-0 STATUS-0 TDA=0302710 TDB=0975004
ID-03 RPT-0 STATUS-0 TDA=0302616 TDB=0974907
ID-03 RPT-0 STATUS-0 TDA=0302515 TDB=0974814
ID-03 RPT-0 STATUS-0 TDA=0302406 TDB=0974739
ID-03 RPT-0 STATUS-0 TDA=0302294 TDB=0974669
ID-03 RPT-0 STATUS-0 TDA=0302174 TDB=0974630
ID-03 RPT-0 STATUS-0 TDA=0302071 TDB=0974543
ID-03 RPT-0 STATUS-0 TDA=0301994 TDB=0974443
ID-03 RPT-0 STATUS-0 TDA=0301927 TDB=0974366
ID-03 RPT-0 STATUS-0 TDA=0301869 TDB=0974296
ID-03 RPT-0 STATUS-0 TDA=0301817 TDB=0974233
ID-03 RPT-0 STATUS-0 TDA=0301778 TDB=0974186
ID-03 RPT-0 STATUS-0 TDA=0301765 TDB=0974171
ID-03 RPT-0 STATUS-0 TDA=0301772 TDB=0974167
ID-03 RPT-0 STATUS-0 TDA=0301777 TDB=0974165
ID-03 RPT-0 STATUS-0 TDA=0301787 TDB=0974172
ID-03 RPT-0 STATUS-0 TDA=0301787 TDB=0974175
ID-03 RPT-0 STATUS-0 TDA=0301794 TDB=0974174
ID-03 RPT-0 STATUS-0 TDA=0301796 TDB=0974176
ID-03 RPT-0 STATUS-0 TDA=1135295 TDB=2392162
ID-03 RPT-0 STATUS-0 TDA=1135307 TDB=2392153
ID-03 RPT-0 STATUS-0 TDA=1135323 TDB=2392153
ID-03 RPT-0 STATUS-0 TDA=1135293 TDB=2392137
ID-03 RPT-0 STATUS-0 TDA=1135315 TDB=2392158
ID-03 RPT-0 STATUS-0 TDA=1135293 TDB=2392148
ID-03 RPT-0 STATUS-0 TDA=1135295 TDB=2392137
ID-03 RPT-0 STATUS-0 TDA=1135295 TDB=2392137
ID-03 RPT-0 STATUS-0 TDA=1135279 TDB=2392139
ID-03 RPT-0 STATUS-0 TDA=0301793 TDB=0974172
ID-03 RPT-0 STATUS-0 TDA=0301795 TDB=0974172
ID-03 RPT-0 STATUS-0 TDA=0301798 TDB=0974175
ID-03 RPT-0 STATUS-0 TDA=0301815 TDB=0974222
ID-03 RPT-0 STATUS-0 TDA=0301813 TDB=0974220
```

#1 Tape

Side 1

El Paso to Austin

Test Flight #1

8/5/76

```
ID-03 RPT-0 STATUS-0 TDA=1151278 TDB=2367229
ID-03 RPT-0 STATUS-0 TDA=1150904 TDB=2366888
ID-03 RPT-0 STATUS-0 TDA=1151962 TDB=2366861
ID-03 RPT-0 STATUS-0 TDA=1152545 TDB=2367535
ID-03 RPT-0 STATUS-0 TDA=1152894 TDB=2368378
ID-03 RPT-0 STATUS-0 TDA=1152985 TDB=2369363
ID-03 RPT-0 STATUS-0 TDA=1153077 TDB=2370270
ID-03 RPT-0 STATUS-0 TDA=1153377 TDB=2371132
ID-03 RPT-0 STATUS-0 TDA=1153453 TDB=2372054
ID-03 RPT-0 STATUS-0 TDA=0304968 TDB=0973264
ID-03 RPT-0 STATUS-0 TDA=0304869 TDB=0973222
ID-03 RPT-0 STATUS-0 TDA=0304765 TDB=0973219
ID-03 RPT-0 STATUS-0 TDA=0304666 TDB=0973242
ID-03 RPT-0 STATUS-0 TDA=0304636 TDB=0973347
ID-03 RPT-0 STATUS-0 TDA=0304721 TDB=0973438
ID-03 RPT-0 STATUS-0 TDA=0304833 TDB=0973502
ID-03 RPT-0 STATUS-0 TDA=0304944 TDB=0973546
ID-03 RPT-0 STATUS-0 TDA=0305056 TDB=0973531
ID-03 RPT-0 STATUS-0 TDA=0305139 TDB=0973581
ID-03 RPT-0 STATUS-0 TDA=0305058 TDB=0973611
ID-03 RPT-0 STATUS-0 TDA=1152033 TDB=2372113
ID-03 RPT-0 STATUS-0 TDA=1153086 TDB=2372492
ID-03 RPT-0 STATUS-0 TDA=1153639 TDB=2371653
ID-03 RPT-0 STATUS-0 TDA=1153013 TDB=2371039
ID-03 RPT-0 STATUS-0 TDA=1152098 TDB=2371256
ID-03 RPT-0 STATUS-0 TDA=1151979 TDB=2372186
ID-03 RPT-0 STATUS-0 TDA=0304903 TDB=0973438
ID-03 RPT-0 STATUS-0 TDA=0304796 TDB=0973359
ID-03 RPT-0 STATUS-0 TDA=0304688 TDB=0973285
ID-03 RPT-0 STATUS-0 TDA=0304566 TDB=0973241
ID-03 RPT-0 STATUS-0 TDA=0304602 TDB=0973367
ID-03 RPT-0 STATUS-0 TDA=0304729 TDB=0973413
ID-03 RPT-0 STATUS-0 TDA=0304863 TDB=0973408
ID-03 RPT-0 STATUS-0 TDA=0304990 TDB=0973463
ID-03 RPT-0 STATUS-0 TDA=0305123 TDB=0973512
ID-03 RPT-0 STATUS-0 TDA=0305255 TDB=0973552
ID-03 RPT-0 STATUS-0 TDA=0305382 TDB=0973563
ID-03 RPT-0 STATUS-0 TDA=0305450 TDB=0973638
ID-03 RPT-0 STATUS-0 TDA=0305350 TDB=0973684
ID-03 RPT-0 STATUS-0 TDA=0305238 TDB=0973646
ID-03 RPT-0 STATUS-0 TDA=0305130 TDB=0973585
ID-03 RPT-0 STATUS-0 TDA=0305037 TDB=0973483
ID-03 RPT-0 STATUS-0 TDA=0304923 TDB=0973455
ID-03 RPT-0 STATUS-0 TDA=0304809 TDB=0973403
ID-03 RPT-0 STATUS-0 TDA=0304712 TDB=0973340
ID-03 RPT-0 STATUS-0 TDA=0304638 TDB=0973223
ID-03 RPT-0 STATUS-0 TDA=0304580 TDB=0973095
ID-03 RPT-0 STATUS-0 TDA=0304511 TDB=0973112
ID-03 RPT-0 STATUS-0 TDA=0304599 TDB=0973214
ID-03 RPT-0 STATUS-0 TDA=1153015 TDB=2374943
ID-03 RPT-0 STATUS-0 TDA=1152898 TDB=2373821
ID-03 RPT-0 STATUS-0 TDA=1152766 TDB=2372705
ID-03 RPT-0 STATUS-0 TDA=1152626 TDB=2371558
ID-03 RPT-0 STATUS-0 TDA=1152546 TDB=2370448
ID-03 RPT-0 STATUS-7 TDA=0341273 TDB=1173911
ID-03 RPT-0 STATUS-7 TDA=0304731 TDB=0973413
```

#1 Tape

Side 1

El Paso to Austin

Test Flight #1

8/5/76

```
ID-03 RPT-0 STATUS-0 TDA=0380003 TDB=0781150
ID-03 RPT-0 STATUS-0 TDA=0380120 TDB=0781121
ID-03 RPT-0 STATUS-0 TDA=0380242 TDB=0781133
ID-03 RPT-0 STATUS-0 TDA=0380362 TDB=0781126
ID-00 RPT-0 STATUS-0 TDA=AA6CF0D TDB=6D3070A
ID-03 RPT-0 STATUS-0 TDA=5366915 TDB=6983015
ID-03 RPT-0 STATUS-0 TDA=5367514 TDB=6983843
ID-03 RPT-0 STATUS-0 TDA=5368665 TDB=6984725
ID-03 RPT-0 STATUS-0 TDA=0380258 TDB=0781132
ID-03 RPT-0 STATUS-0 TDA=0380137 TDB=0781139
ID-03 RPT-0 STATUS-0 TDA=5373257 TDB=6987950
ID-03 RPT-0 STATUS-0 TDA=5372736 TDB=6988007
ID-03 RPT-0 STATUS-0 TDA=5371573 TDB=6987074
ID-03 RPT-0 STATUS-0 TDA=5370419 TDB=6986163
ID-03 RPT-0 STATUS-0 TDA=5369246 TDB=6985217
ID-03 RPT-0 STATUS-0 TDA=5368066 TDB=6984255
ID-03 RPT-0 STATUS-0 TDA=5367354 TDB=6983124
ID-03 RPT-0 STATUS-0 TDA=0380642 TDB=0781178
ID-03 RPT-0 STATUS-0 TDA=0380558 TDB=0781123
ID-03 RPT-0 STATUS-0 TDA=0380439 TDB=0781111
ID-03 RPT-0 STATUS-0 TDA=0380320 TDB=0781120
ID-03 RPT-0 STATUS-0 TDA=0380194 TDB=0781130
ID-03 RPT-0 STATUS-0 TDA=0380071 TDB=0781137
ID-03 RPT-0 STATUS-0 TDA=0375953 TDB=0781169
ID-03 RPT-0 STATUS-0 TDA=5373946 TDB=6987868
ID-03 RPT-0 STATUS-0 TDA=5373921 TDB=6988542
ID-03 RPT-0 STATUS-0 TDA=5372770 TDB=6988185
ID-03 RPT-0 STATUS-0 TDA=5371581 TDB=6987190
ID-03 RPT-0 STATUS-0 TDA=5370424 TDB=6986259
ID-03 RPT-0 STATUS-0 TDA=5369274 TDB=6985349
ID-03 RPT-0 STATUS-0 TDA=5368126 TDB=6984449
ID-03 RPT-0 STATUS-0 TDA=5367164 TDB=6983378
ID-03 RPT-0 STATUS-0 TDA=5366346 TDB=6983127
ID-03 RPT-0 STATUS-0 TDA=5367434 TDB=6984046
ID-03 RPT-0 STATUS-0 TDA=5368567 TDB=6984973
ID-03 RPT-0 STATUS-0 TDA=5369739 TDB=6985813
ID-03 RPT-0 STATUS-0 TDA=5370839 TDB=6986774
ID-03 RPT-0 STATUS-0 TDA=5371975 TDB=6987674
ID-03 RPT-0 STATUS-0 TDA=5373134 TDB=6988570
ID-03 RPT-0 STATUS-0 TDA=0375840 TDB=0781156
ID-03 RPT-0 STATUS-0 TDA=0375797 TDB=0781133
ID-03 RPT-0 STATUS-0 TDA=0375903 TDB=0781080
ID-03 RPT-0 STATUS-0 TDA=0380024 TDB=0781078
ID-03 RPT-0 STATUS-0 TDA=0380148 TDB=0781066
ID-03 RPT-0 STATUS-0 TDA=0380261 TDB=0781032
ID-03 RPT-0 STATUS-0 TDA=5369427 TDB=6987131
ID-03 RPT-0 STATUS-0 TDA=5370255 TDB=6988221
ID-03 RPT-0 STATUS-0 TDA=5370905 TDB=6988029
ID-03 RPT-0 STATUS-0 TDA=5370171 TDB=6986850
ID-03 RPT-0 STATUS-0 TDA=5369131 TDB=6985796
ID-03 RPT-0 STATUS-0 TDA=0380499 TDB=0781064
ID-03 RPT-0 STATUS-0 TDA=0380613 TDB=0781060
ID-03 RPT-0 STATUS-0 TDA=0380562 TDB=0781004
ID-03 RPT-0 STATUS-0 TDA=0380441 TDB=0780996
ID-03 RPT-0 STATUS-0 TDA=0380198 TDB=0781014
ID-03 RPT-0 STATUS-0 TDA=0380078 TDB=0781031
```

#2 Tape

Side 1

8/8/76

Boswells Tavern

Test Flight #2

8/9/76

Boswells Tavern

then transit to

Knoxville Area

Flight Test #3

Flight Test #4

```
ID-03 RPT-0 STATUS-0 TDA=5372233 TDB=6988608
ID-03 RPT-0 STATUS-0 TDA=5373355 TDB=6989574
ID-03 RPT-0 STATUS-0 TDA=5374550 TDB=6990131
ID-03 RPT-0 STATUS-0 TDA=5375284 TDB=6990964
ID-03 RPT-0 STATUS-0 TDA=5374121 TDB=6990540
ID-03 RPT-0 STATUS-0 TDA=5372927 TDB=6989580
ID-03 RPT-0 STATUS-0 TDA=5371654 TDB=6988948
ID-03 RPT-0 STATUS-0 TDA=5370395 TDB=6987907
ID-03 RPT-0 STATUS-0 TDA=5369274 TDB=6986947
ID-03 RPT-0 STATUS-0 TDA=5368551 TDB=6987127
ID-03 RPT-0 STATUS-0 TDA=5369663 TDB=6987846
ID-03 RPT-0 STATUS-0 TDA=5370869 TDB=6988280
ID-03 RPT-0 STATUS-0 TDA=5372032 TDB=6988493
ID-03 RPT-0 STATUS-0 TDA=5372649 TDB=6989592
ID-03 RPT-0 STATUS-0 TDA=5371968 TDB=6990117
ID-03 RPT-0 STATUS-0 TDA=5370719 TDB=6989195
ID-03 RPT-0 STATUS-0 TDA=5369510 TDB=6988214
ID-03 RPT-0 STATUS-0 TDA=5368577 TDB=6987018
ID-03 RPT-0 STATUS-0 TDA=5367924 TDB=6985804
ID-03 RPT-0 STATUS-0 TDA=5367909 TDB=6984648
ID-03 RPT-0 STATUS-0 TDA=5369011 TDB=6985103
ID-03 RPT-0 STATUS-0 TDA=5370158 TDB=6986101
ID-03 RPT-0 STATUS-0 TDA=5371254 TDB=6987134
ID-03 RPT-0 STATUS-0 TDA=5372283 TDB=6987540
ID-03 RPT-0 STATUS-0 TDA=5369928 TDB=6985653
ID-03 RPT-0 STATUS-0 TDA=5368711 TDB=6984685
ID-03 RPT-0 STATUS-0 TDA=5368030 TDB=6985297
ID-03 RPT-0 STATUS-0 TDA=5367159 TDB=6985754
ID-03 RPT-0 STATUS-0 TDA=5367689 TDB=6986731
ID-03 RPT-0 STATUS-0 TDA=5368998 TDB=6987469
ID-03 RPT-0 STATUS-0 TDA=0380113 TDB=0780914
ID-03 RPT-0 STATUS-0 TDA=0375998 TDB=0780952
ID-03 RPT-0 STATUS-0 TDA=0375944 TDB=0781076
ID-03 RPT-0 STATUS-0 TDA=0380035 TDB=0781155
ID-03 RPT-0 STATUS-0 TDA=5370819 TDB=6986385
ID-03 RPT-0 STATUS-0 TDA=5369644 TDB=6985420
ID-03 RPT-0 STATUS-0 TDA=0380392 TDB=0781206
ID-03 RPT-0 STATUS-0 TDA=0380485 TDB=0781309
ID-03 RPT-0 STATUS-0 TDA=0380567 TDB=0781592
ID-03 RPT-0 STATUS-0 TDA=0380589 TDB=0781743
ID-03 RPT-0 STATUS-0 TDA=0380586 TDB=0781893
ID-03 RPT-0 STATUS-0 TDA=0380619 TDB=0782213
ID-03 RPT-0 STATUS-0 TDA=0380675 TDB=0782357
ID-03 RPT-0 STATUS-0 TDA=0380743 TDB=0782475
ID-03 RPT-0 STATUS-0 TDA=0380748 TDB=0782595
ID-03 RPT-0 STATUS-0 TDA=0380700 TDB=0782708
ID-03 RPT-0 STATUS-0 TDA=0380764 TDB=0782756
ID-03 RPT-0 STATUS-0 TDA=0380824 TDB=0782724
ID-03 RPT-0 STATUS-0 TDA=0380852 TDB=0782711
ID-03 RPT-0 STATUS-0 TDA=0380853 TDB=0782704
ID-03 RPT-0 STATUS-0 TDA=0380842 TDB=0782706
ID-03 RPT-0 STATUS-0 TDA=0380832 TDB=0782709
ID-03 RPT-0 STATUS-0 TDA=0380827 TDB=0782710
ID-03 RPT-0 STATUS-0 TDA=5370772 TDB=6973152
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782688
ID-81 RPT-3 STATUS-4 TDA=29B83B2 TDB=B4B98A9
```

#2 Tape
Side 1
8/8/76

Boswells Tavern
Test Flight #2
8/9/76
Boswells Tavern
then transit to
Knoxville Area
Flight Test #3
Flight Test #4

```
ID-03 RPT-7 STATUS-0 TDA=5370773 TDB=6973160
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782685
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782685
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782685
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782685
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782685
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782685
ID-03 RPT-7 STATUS-0 TDA=F380822 TDB=0782685
ID-03 RPT-7 STATUS-0 TDA=77777FF TDB=FFFFFFF
ID-03 RPT-7 STATUS-0 TDA=F380830 TDB=0782709
ID-03 RPT-7 STATUS-0 TDA=5370776 TDB=6973141
ID-03 RPT-0 STATUS-0 TDA=0380828 TDB=0782709
ID-03 RPT-0 STATUS-0 TDA=0380831 TDB=0782708
ID-03 RPT-0 STATUS-0 TDA=0380825 TDB=0782712
ID-03 RPT-0 STATUS-0 TDA=0380819 TDB=0782722
ID-03 RPT-0 STATUS-0 TDA=0380820 TDB=0782723
ID-03 RPT-0 STATUS-0 TDA=0380820 TDB=0782724
ID-03 RPT-0 STATUS-0 TDA=0380810 TDB=0782733
ID-03 RPT-0 STATUS-0 TDA=0380792 TDB=0782744
ID-03 RPT-0 STATUS-0 TDA=0380781 TDB=0782718
ID-03 RPT-0 STATUS-0 TDA=0380873 TDB=0782700
ID-03 RPT-0 STATUS-0 TDA=0381006 TDB=0782556
ID-03 RPT-0 STATUS-0 TDA=0380799 TDB=0782394
ID-03 RPT-0 STATUS-0 TDA=0380679 TDB=0782346
ID-03 RPT-0 STATUS-0 TDA=0380565 TDB=0782295
ID-03 RPT-0 STATUS-0 TDA=0380465 TDB=0782222
ID-03 RPT-0 STATUS-0 TDA=0380365 TDB=0782124
ID-03 RPT-0 STATUS-0 TDA=0380328 TDB=0781983
ID-03 RPT-0 STATUS-0 TDA=0380302 TDB=0781835
ID-03 RPT-0 STATUS-0 TDA=0380267 TDB=0781689
ID-03 RPT-0 STATUS-0 TDA=0380198 TDB=0781397
ID-03 RPT-0 STATUS-0 TDA=0380124 TDB=0781111
ID-03 RPT-0 STATUS-0 TDA=0380099 TDB=0780962
ID-03 RPT-0 STATUS-0 TDA=0380054 TDB=0780810
ID-03 RPT-0 STATUS-0 TDA=0380005 TDB=0780538
ID-03 RPT-0 STATUS-0 TDA=0380115 TDB=0780538
ID-03 RPT-0 STATUS-0 TDA=0380096 TDB=0781129
ID-03 RPT-0 STATUS-0 TDA=5372138 TDB=6986297
ID-03 RPT-0 STATUS-0 TDA=5373267 TDB=6986252
ID-03 RPT-0 STATUS-0 TDA=5372940 TDB=6985521
ID-03 RPT-0 STATUS-0 TDA=5371966 TDB=6985579
ID-03 RPT-0 STATUS-0 TDA=5370700 TDB=6988958
ID-03 RPT-0 STATUS-0 TDA=0380165 TDB=0780831
ID-03 RPT-0 STATUS-0 TDA=0380185 TDB=0780973
ID-03 RPT-0 STATUS-0 TDA=0380191 TDB=0781124
ID-03 RPT-0 STATUS-0 TDA=5371411 TDB=6985681
ID-03 RPT-0 STATUS-0 TDA=5368987 TDB=6985241
ID-03 RPT-0 STATUS-0 TDA=5368652 TDB=6986188
ID-03 RPT-0 STATUS-0 TDA=5367843 TDB=6986021
ID-03 RPT-0 STATUS-0 TDA=5368836 TDB=6983467
ID-03 RPT-0 STATUS-0 TDA=0380437 TDB=0781411
ID-03 RPT-0 STATUS-0 TDA=0380318 TDB=0781429
ID-03 RPT-0 STATUS-0 TDA=0380220 TDB=0781359
ID-03 RPT-0 STATUS-0 TDA=0380142 TDB=0781254
ID-03 RPT-0 STATUS-0 TDA=0380070 TDB=0781132
ID-03 RPT-0 STATUS-0 TDA=0380074 TDB=0780991
```

#2 Tape

Side 1

8/8/76

Boswells Tavern

Test Flight #2

8/9/76

Boswells Tavern

then transit to

Knoxville Area

Flight Test #3

Flight Test #4

```
ID-03 RPT-0 STATUS-0 TDA=0380087 TDB=0780852
ID-03 RPT-0 STATUS-0 TDA=0380079 TDB=0780751
ID-03 RPT-0 STATUS-0 TDA=0375968 TDB=0780737
ID-03 RPT-0 STATUS-0 TDA=0375934 TDB=0780854
ID-03 RPT-0 STATUS-0 TDA=0380014 TDB=0780935
ID-03 RPT-0 STATUS-0 TDA=0380117 TDB=0780956
ID-03 RPT-0 STATUS-0 TDA=5369922 TDB=6986696
ID-03 RPT-0 STATUS-0 TDA=5370521 TDB=6986014
ID-03 RPT-0 STATUS-0 TDA=5371010 TDB=6985142
ID-03 RPT-0 STATUS-0 TDA=5371535 TDB=6984263
ID-03 RPT-0 STATUS-0 TDA=5372361 TDB=6983683
ID-03 RPT-0 STATUS-0 TDA=0380091 TDB=0781698
ID-03 RPT-0 STATUS-0 TDA=0380010 TDB=0781590
ID-03 RPT-0 STATUS-0 TDA=0375923 TDB=0781502
ID-03 RPT-0 STATUS-0 TDA=0375865 TDB=0781608
ID-03 RPT-0 STATUS-0 TDA=0375954 TDB=0781644
ID-03 RPT-0 STATUS-0 TDA=0380051 TDB=0781594
ID-03 RPT-0 STATUS-0 TDA=0380134 TDB=0781524
ID-03 RPT-0 STATUS-0 TDA=0380221 TDB=0781445
ID-03 RPT-0 STATUS-0 TDA=0380310 TDB=0781345
ID-03 RPT-0 STATUS-0 TDA=0380395 TDB=0781262
ID-03 RPT-0 STATUS-0 TDA=0380478 TDB=0781179
ID-03 RPT-0 STATUS-0 TDA=0380567 TDB=0781092
ID-03 RPT-0 STATUS-0 TDA=0380654 TDB=0781009
ID-03 RPT-0 STATUS-0 TDA=0380697 TDB=0781057
ID-03 RPT-0 STATUS-0 TDA=0380572 TDB=0781081
ID-03 RPT-0 STATUS-0 TDA=0380467 TDB=0781033
ID-03 RPT-0 STATUS-0 TDA=0380417 TDB=0780898
ID-03 RPT-0 STATUS-0 TDA=5367617 TDB=6986665
ID-03 RPT-0 STATUS-0 TDA=5367147 TDB=6987248
ID-03 RPT-0 STATUS-0 TDA=0380434 TDB=0780721
ID-03 RPT-0 STATUS-0 TDA=0380498 TDB=0780849
ID-03 RPT-0 STATUS-0 TDA=0380450 TDB=0780970
ID-03 RPT-0 STATUS-0 TDA=0380326 TDB=0780978
ID-03 RPT-0 STATUS-0 TDA=0380201 TDB=0780990
ID-03 RPT-0 STATUS-0 TDA=0380073 TDB=0780999
ID-03 RPT-0 STATUS-0 TDA=0375947 TDB=0780999
ID-03 RPT-0 STATUS-0 TDA=0375824 TDB=0780976
ID-03 RPT-0 STATUS-0 TDA=0375702 TDB=0780957
ID-03 RPT-0 STATUS-0 TDA=5375571 TDB=6991660
ID-03 RPT-0 STATUS-0 TDA=5375959 TDB=6990908
ID-03 RPT-0 STATUS-0 TDA=5375176 TDB=6989940
ID-03 RPT-0 STATUS-0 TDA=5374164 TDB=6989127
ID-03 RPT-0 STATUS-0 TDA=5373135 TDB=6988338
ID-03 RPT-0 STATUS-0 TDA=5372112 TDB=6987504
ID-03 RPT-0 STATUS-0 TDA=5371081 TDB=6986661
ID-03 RPT-0 STATUS-0 TDA=5370035 TDB=6985822
ID-03 RPT-0 STATUS-0 TDA=5369017 TDB=6985012
ID-03 RPT-0 STATUS-0 TDA=5368002 TDB=6984198
ID-03 RPT-0 STATUS-0 TDA=5367351 TDB=6984510
ID-03 RPT-0 STATUS-0 TDA=5367287 TDB=6985522
ID-03 RPT-0 STATUS-0 TDA=5366587 TDB=6985850
ID-03 RPT-0 STATUS-0 TDA=0380559 TDB=0780722
ID-03 RPT-0 STATUS-0 TDA=0380668 TDB=0780693
ID-03 RPT-0 STATUS-0 TDA=0380776 TDB=0780697
ID-03 RPT-0 STATUS-0 TDA=0380887 TDB=0780706
```

#2 Tape
Side 1
8/8/76

Boswells Tavern
Test Flight #2
8/9/76

Boswells Tavern
then transit to
Knoxville Area
Flight Test #3

Flight Test #4

```
ID-03 RPT-0 STATUS-0 TDA=0380993 TDB=0780741
ID-03 RPT-0 STATUS-0 TDA=0381100 TDB=0780791
ID-03 RPT-0 STATUS-0 TDA=0381200 TDB=0780835
ID-03 RPT-0 STATUS-0 TDA=0381305 TDB=0780866
ID-03 RPT-0 STATUS-0 TDA=0381372 TDB=0780970
ID-03 RPT-0 STATUS-0 TDA=0381416 TDB=0781105
ID-03 RPT-0 STATUS-0 TDA=0381430 TDB=0781252
ID-03 RPT-0 STATUS-0 TDA=0381450 TDB=0781402
ID-03 RPT-0 STATUS-0 TDA=0381483 TDB=0781547
ID-03 RPT-0 STATUS-0 TDA=0381507 TDB=0781693
ID-03 RPT-0 STATUS-0 TDA=0381527 TDB=0781837
ID-03 RPT-0 STATUS-0 TDA=0381556 TDB=0781983
ID-03 RPT-0 STATUS-0 TDA=0381578 TDB=0782130
ID-03 RPT-0 STATUS-0 TDA=0381602 TDB=0782276
ID-03 RPT-0 STATUS-0 TDA=0381623 TDB=0782421
ID-03 RPT-0 STATUS-0 TDA=0381644 TDB=0782569
ID-03 RPT-0 STATUS-0 TDA=0381678 TDB=0782707
ID-03 RPT-0 STATUS-0 TDA=0381698 TDB=0782852
ID-03 RPT-0 STATUS-0 TDA=0381785 TDB=0782866
ID-03 RPT-0 STATUS-0 TDA=0381742 TDB=0782744
ID-03 RPT-0 STATUS-0 TDA=0381637 TDB=0782793
ID-03 RPT-0 STATUS-0 TDA=0381557 TDB=0782913
ID-03 RPT-0 STATUS-0 TDA=0381459 TDB=0783033
ID-03 RPT-0 STATUS-0 TDA=0381371 TDB=0783158
ID-03 RPT-0 STATUS-0 TDA=0381358 TDB=0783306
ID-03 RPT-0 STATUS-0 TDA=0381334 TDB=0783449
ID-03 RPT-0 STATUS-0 TDA=0381247 TDB=0783405
ID-03 RPT-0 STATUS-0 TDA=0381281 TDB=0783272
ID-03 RPT-0 STATUS-0 TDA=0381362 TDB=0783167
ID-03 RPT-0 STATUS-0 TDA=0381439 TDB=0783054
ID-03 RPT-0 STATUS-0 TDA=5365498 TDB=6966496
ID-03 RPT-0 STATUS-0 TDA=0381599 TDB=0782842
ID-03 RPT-0 STATUS-0 TDA=0381671 TDB=0782747
ID-03 RPT-0 STATUS-0 TDA=0381664 TDB=0782613
ID-03 RPT-0 STATUS-0 TDA=0381719 TDB=0782540
ID-03 RPT-0 STATUS-0 TDA=0381716 TDB=0782667
ID-03 RPT-0 STATUS-0 TDA=0381628 TDB=0782788
ID-03 RPT-0 STATUS-0 TDA=0381537 TDB=0782922
ID-03 RPT-0 STATUS-0 TDA=5366512 TDB=6966479
ID-03 RPT-0 STATUS-0 TDA=5367135 TDB=6967470
ID-03 RPT-0 STATUS-0 TDA=5366140 TDB=6967360
ID-03 RPT-0 STATUS-0 TDA=0381540 TDB=0782968
ID-03 RPT-0 STATUS-0 TDA=0381526 TDB=0783113
ID-03 RPT-0 STATUS-0 TDA=0381437 TDB=0783244
ID-03 RPT-0 STATUS-0 TDA=0381354 TDB=0783367
ID-03 RPT-0 STATUS-0 TDA=0381269 TDB=0783501
ID-03 RPT-0 STATUS-0 TDA=0381186 TDB=0783619
ID-03 RPT-0 STATUS-0 TDA=0381151 TDB=0783517
ID-03 RPT-0 STATUS-0 TDA=0381253 TDB=0783441
ID-03 RPT-0 STATUS-0 TDA=0381358 TDB=0783380
ID-03 RPT-0 STATUS-0 TDA=0381425 TDB=0783262
ID-03 RPT-0 STATUS-0 TDA=0381502 TDB=0783146
ID-03 RPT-0 STATUS-0 TDA=0381581 TDB=0783040
ID-03 RPT-0 STATUS-0 TDA=0381659 TDB=0782921
ID-03 RPT-0 STATUS-0 TDA=0381732 TDB=0782809
ID-03 RPT-0 STATUS-0 TDA=0381750 TDB=0782680
```

#2 Tape

Side 1

8/8/76

Boswells Tavern

Test Flight #2

8/9/76

Boswells Tavern

then transit to

Knoxville Area

Flight Test #3

Flight Test #4

```
ID-03 RPT-0 STATUS-0 TDA=0381651 TDB=0782602
ID-03 RPT-0 STATUS-0 TDA=0381530 TDB=0782667
ID-03 RPT-0 STATUS-0 TDA=0381438 TDB=0782789
ID-03 RPT-0 STATUS-0 TDA=0381316 TDB=0782848
ID-03 RPT-0 STATUS-0 TDA=0381328 TDB=0782942
ID-03 RPT-0 STATUS-0 TDA=0381407 TDB=0782834
ID-03 RPT-0 STATUS-0 TDA=0381483 TDB=0782729
ID-03 RPT-0 STATUS-0 TDA=0381563 TDB=0782617
ID-03 RPT-0 STATUS-0 TDA=0381643 TDB=0782519
ID-03 RPT-0 STATUS-0 TDA=0381653 TDB=0782376
ID-03 RPT-0 STATUS-0 TDA=0381548 TDB=0782289
ID-03 RPT-0 STATUS-0 TDA=0381433 TDB=0782267
ID-03 RPT-0 STATUS-0 TDA=0381339 TDB=0782373
ID-03 RPT-0 STATUS-0 TDA=0381287 TDB=0782526
ID-03 RPT-0 STATUS-0 TDA=0381212 TDB=0782656
ID-03 RPT-0 STATUS-0 TDA=0381089 TDB=0782702
ID-03 RPT-0 STATUS-0 TDA=5369561 TDB=6971750
ID-03 RPT-0 STATUS-0 TDA=5370691 TDB=6972424
ID-03 RPT-0 STATUS-0 TDA=5371815 TDB=6972897
ID-03 RPT-0 STATUS-0 TDA=5372502 TDB=6973556
ID-03 RPT-0 STATUS-0 TDA=5371724 TDB=6973509
ID-03 RPT-0 STATUS-0 TDA=5371005 TDB=6973175
ID-03 RPT-0 STATUS-0 TDA=5370755 TDB=6973068
ID-03 RPT-0 STATUS-0 TDA=0380836 TDB=0782706
ID-03 RPT-0 STATUS-0 TDA=0380830 TDB=0782705
ID-03 RPT-0 STATUS-0 TDA=0380829 TDB=0782704
ID-03 RPT-1 STATUS-0 TDA=FF0579F TDB=FF00000
ID-03 RPT-1 STATUS-0 TDA=FF2792F TDB=FF00001
ID-03 RPT-1 STATUS-0 TDA=FFFFFFF TDB=FF00002
ID-03 RPT-1 STATUS-0 TDA=FF2792F TDB=FF00002
ID-03 RPT-1 STATUS-0 TDA=FF2194F TDB=FF00002
ID-03 RPT-1 STATUS-0 TDA=FFFFFFF TDB=FFF0105
ID-03 RPT-1 STATUS-0 TDA=FF0465F TDB=FF00007
ID-03 RPT-0 STATUS-0 TDA=0380529 TDB=0784133
ID-03 RPT-0 STATUS-0 TDA=0380478 TDB=0784284
ID-03 RPT-0 STATUS-0 TDA=0380425 TDB=0784431
ID-03 RPT-0 STATUS-0 TDA=0380364 TDB=0784569
ID-03 RPT-0 STATUS-0 TDA=0380303 TDB=0784712
ID-03 RPT-0 STATUS-0 TDA=0380242 TDB=0784861
ID-03 RPT-0 STATUS-0 TDA=0380183 TDB=0785013
ID-03 RPT-0 STATUS-0 TDA=0380121 TDB=0785163
ID-03 RPT-0 STATUS-0 TDA=0380059 TDB=0785323
ID-03 RPT-0 STATUS-0 TDA=0375999 TDB=0785483
ID-03 RPT-0 STATUS-0 TDA=0375940 TDB=0785646
ID-03 RPT-0 STATUS-0 TDA=0375880 TDB=0785811
ID-03 RPT-0 STATUS-0 TDA=0375810 TDB=0785971
ID-03 RPT-0 STATUS-0 TDA=0375746 TDB=0790132
ID-03 RPT-0 STATUS-0 TDA=0375683 TDB=0790298
ID-03 RPT-0 STATUS-0 TDA=0375618 TDB=0790461
ID-03 RPT-0 STATUS-0 TDA=0375552 TDB=0790624
ID-03 RPT-0 STATUS-0 TDA=0375489 TDB=0790786
ID-03 RPT-0 STATUS-0 TDA=0375423 TDB=0790945
ID-03 RPT-0 STATUS-0 TDA=0375356 TDB=0791112
ID-03 RPT-0 STATUS-0 TDA=0375302 TDB=0791275
ID-03 RPT-0 STATUS-0 TDA=0375245 TDB=0791437
ID-03 RPT-0 STATUS-0 TDA=0375179 TDB=0791600
```

#2 Tape
Side 1
8/8/76

Boswells Tavern
Test Flight #2
8/9/76

Boswells Tavern
then transit to
Knoxville Area
Flight Test #3
Flight Test #4

```
ID-03 RPT-0 STATUS-0 TDA=0375119 TDE=0791757
ID-03 RPT-0 STATUS-0 TDA=0375055 TDE=0791920
ID-03 RPT-0 STATUS-0 TDA=0374995 TDE=0792080
ID-03 RPT-0 STATUS-0 TDA=0374932 TDE=0792244
ID-03 RPT-0 STATUS-0 TDA=0374863 TDE=0792402
ID-03 RPT-0 STATUS-0 TDA=0374796 TDE=0792561
ID-03 RPT-0 STATUS-0 TDA=0374736 TDE=0792713
ID-03 RPT-0 STATUS-0 TDA=0374674 TDE=0792851
ID-03 RPT-0 STATUS-0 TDA=0374614 TDE=0792993
ID-03 RPT-0 STATUS-0 TDA=0374556 TDE=0793131
ID-03 RPT-0 STATUS-0 TDA=0374495 TDE=0793273
ID-03 RPT-0 STATUS-0 TDA=0374446 TDE=0793415
ID-03 RPT-0 STATUS-0 TDA=0374392 TDE=0793565
ID-03 RPT-0 STATUS-0 TDA=0374340 TDE=0793710
ID-03 RPT-0 STATUS-0 TDA=0374287 TDE=0793853
ID-03 RPT-0 STATUS-0 TDA=0374236 TDE=0793993
ID-03 RPT-0 STATUS-0 TDA=0374178 TDE=0794150
ID-03 RPT-0 STATUS-0 TDA=0374131 TDE=0794309
ID-03 RPT-0 STATUS-0 TDA=0374076 TDE=0794469
ID-03 RPT-0 STATUS-0 TDA=0374018 TDE=0794623
ID-03 RPT-0 STATUS-0 TDA=0373941 TDE=0794770
ID-03 RPT-0 STATUS-0 TDA=0373853 TDE=0794919
ID-03 RPT-0 STATUS-0 TDA=0373770 TDE=0795058
ID-03 RPT-0 STATUS-0 TDA=0373684 TDE=0795208
ID-03 RPT-0 STATUS-0 TDA=0373615 TDE=0795361
ID-03 RPT-0 STATUS-0 TDA=0373553 TDE=0795523
ID-03 RPT-0 STATUS-0 TDA=0373492 TDE=0795682
ID-03 RPT-0 STATUS-0 TDA=0373433 TDE=0795846
ID-03 RPT-0 STATUS-0 TDA=0373377 TDE=0800003
ID-03 RPT-0 STATUS-0 TDA=0373312 TDE=0800170
ID-03 RPT-0 STATUS-0 TDA=0373256 TDE=0800327
ID-03 RPT-0 STATUS-0 TDA=0373194 TDE=0800492
ID-03 RPT-0 STATUS-0 TDA=0373135 TDE=0800649
ID-03 RPT-0 STATUS-0 TDA=0373075 TDE=0800808
ID-03 RPT-0 STATUS-0 TDA=0373014 TDE=0800969
ID-03 RPT-0 STATUS-0 TDA=0372957 TDE=0801130
ID-03 RPT-0 STATUS-0 TDA=0372894 TDE=0801296
ID-03 RPT-0 STATUS-0 TDA=0372833 TDE=0801455
ID-03 RPT-0 STATUS-0 TDA=0372763 TDE=0801613
ID-03 RPT-0 STATUS-0 TDA=0372701 TDE=0801762
ID-03 RPT-0 STATUS-0 TDA=0372640 TDE=0801897
ID-03 RPT-0 STATUS-0 TDA=0372581 TDE=0802047
ID-03 RPT-0 STATUS-0 TDA=0372522 TDE=0802207
ID-03 RPT-0 STATUS-0 TDA=0372460 TDE=0802364
ID-03 RPT-0 STATUS-0 TDA=0372405 TDE=0802527
ID-03 RPT-0 STATUS-0 TDA=0372341 TDE=0802690
ID-03 RPT-0 STATUS-0 TDA=0372272 TDE=0802844
ID-03 RPT-0 STATUS-0 TDA=0372209 TDE=0803000
ID-03 RPT-0 STATUS-0 TDA=0372145 TDE=0803161
ID-03 RPT-0 STATUS-0 TDA=0372080 TDE=0803323
ID-03 RPT-0 STATUS-0 TDA=0372017 TDE=0803480
ID-03 RPT-0 STATUS-0 TDA=0371953 TDE=0803638
ID-03 RPT-0 STATUS-0 TDA=5447808 TDE=6930854
ID-03 RPT-0 STATUS-0 TDA=0371824 TDE=0803956
ID-03 RPT-0 STATUS-0 TDA=0371762 TDE=0804115
ID-03 RPT-0 STATUS-0 TDA=0371696 TDE=0804276
```

#2 Tape

Side 1

8/8/76

Boswells Tavern

Test Flight #2

8/9/76

Boswells Tavern

then transit to

Knoxville Area

Flight Test #3

Flight Test #4

```
ID-03 RPT-0 STATUS-0 TDA=0371636 TDB=0804431
ID-03 RPT-0 STATUS-0 TDA=0371571 TDB=0804590
ID-03 RPT-0 STATUS-0 TDA=0371499 TDB=0804748
ID-03 RPT-0 STATUS-0 TDA=0371432 TDB=0804891
ID-03 RPT-0 STATUS-0 TDA=0371364 TDB=0805043
ID-03 RPT-0 STATUS-0 TDA=0371293 TDB=0805197
ID-03 RPT-0 STATUS-0 TDA=0371226 TDB=0805349
ID-03 RPT-0 STATUS-0 TDA=0371158 TDB=0805502
ID-03 RPT-0 STATUS-0 TDA=0371089 TDB=0805655
ID-03 RPT-0 STATUS-0 TDA=0371036 TDB=0805813
ID-03 RPT-0 STATUS-0 TDA=0370978 TDB=0805977
ID-03 RPT-0 STATUS-0 TDA=0370918 TDB=0810137
ID-03 RPT-0 STATUS-0 TDA=0370849 TDB=0810293
ID-03 RPT-0 STATUS-0 TDA=0370783 TDB=0810445
ID-03 RPT-0 STATUS-0 TDA=0370722 TDB=0810599
ID-03 RPT-0 STATUS-0 TDA=0370657 TDB=0810756
ID-03 RPT-0 STATUS-0 TDA=0370596 TDB=0810913
ID-03 RPT-0 STATUS-0 TDA=0370530 TDB=0811067
ID-03 RPT-0 STATUS-0 TDA=0370472 TDB=0811229
ID-03 RPT-0 STATUS-0 TDA=0370408 TDB=0811392
ID-03 RPT-0 STATUS-0 TDA=0370347 TDB=0811556
ID-03 RPT-0 STATUS-0 TDA=0370274 TDB=0811715
ID-03 RPT-0 STATUS-0 TDA=0370208 TDB=0811863
ID-03 RPT-0 STATUS-0 TDA=0370140 TDB=0812015
ID-03 RPT-0 STATUS-0 TDA=0370069 TDB=0812173
ID-03 RPT-0 STATUS-0 TDA=0370005 TDB=0812334
ID-03 RPT-0 STATUS-0 TDA=0365939 TDB=0812494
ID-03 RPT-0 STATUS-0 TDA=0365875 TDB=0812654
ID-03 RPT-0 STATUS-0 TDA=0365813 TDB=0812818
ID-03 RPT-0 STATUS-0 TDA=0365749 TDB=0812984
ID-03 RPT-0 STATUS-0 TDA=0365686 TDB=0813147
ID-03 RPT-0 STATUS-0 TDA=0365624 TDB=0813314
ID-03 RPT-0 STATUS-0 TDA=0365561 TDB=0813470
ID-03 RPT-0 STATUS-0 TDA=0365500 TDB=0813629
ID-03 RPT-0 STATUS-0 TDA=0365434 TDB=0813786
ID-03 RPT-0 STATUS-0 TDA=0365370 TDB=0813954
ID-03 RPT-1 STATUS-0 TDA=F365348 TDB=0814008
ID-03 RPT-1 STATUS-0 TDA=F365332 TDB=0814037
ID-03 RPT-1 STATUS-0 TDA=5473720 TDB=6903484
ID-03 RPT-1 STATUS-0 TDA=5473846 TDB=6903388
ID-03 RPT-1 STATUS-0 TDA=77777FF TDB=A2FA932
ID-03 RPT-1 STATUS-0 TDA=77777FF TDB=A2FA831
ID-03 RPT-1 STATUS-0 TDA=77777FF TDB=A2FA735
ID-03 RPT-0 STATUS-0 TDA=5478933 TDB=6900859
ID-03 RPT-0 STATUS-0 TDA=5478961 TDB=6902393
ID-03 RPT-0 STATUS-0 TDA=5479002 TDB=6903920
ID-03 RPT-0 STATUS-0 TDA=0364483 TDB=0814603
ID-03 RPT-0 STATUS-0 TDA=0364464 TDB=0814423
ID-03 RPT-0 STATUS-0 TDA=0364562 TDB=0814312
ID-03 RPT-0 STATUS-0 TDA=0364677 TDB=0814380
ID-03 RPT-0 STATUS-0 TDA=0364695 TDB=0814543
ID-03 RPT-0 STATUS-0 TDA=0364690 TDB=0814717
ID-03 RPT-0 STATUS-0 TDA=0364682 TDB=0814892
ID-03 RPT-0 STATUS-0 TDA=0364680 TDB=0815062
ID-03 RPT-0 STATUS-0 TDA=0364675 TDB=0815236
ID-03 RPT-0 STATUS-0 TDA=0364647 TDB=0815401
```

#2 Tape

Side 1

8/8/76

Boswells Tavern

Test Flight #2

8/9/76

Boswells Tavern

then transit to

Knoxville Area

Test Flight #3

Test Flight #4

```
ID-03 RPT-0 STATUS-0 TDA=5479688 TDB=6897496
ID-03 RPT-0 STATUS-0 TDA=5480233 TDB=6896842
ID-03 RPT-0 STATUS-0 TDA=5480803 TDB=6896173
ID-03 RPT-0 STATUS-0 TDA=5481340 TDB=6895439
ID-03 RPT-0 STATUS-0 TDA=5481874 TDB=6894717
ID-03 RPT-0 STATUS-0 TDA=5482401 TDB=6894047
ID-03 RPT-0 STATUS-0 TDA=5482823 TDB=6893219
ID-03 RPT-0 STATUS-0 TDA=5483274 TDB=6892372
ID-03 RPT-0 STATUS-0 TDA=5483707 TDB=6891570
ID-03 RPT-0 STATUS-0 TDA=5484146 TDB=6890762
ID-03 RPT-0 STATUS-0 TDA=5484576 TDB=6889930
ID-03 RPT-0 STATUS-0 TDA=1569951 TDB=6889094
ID-03 RPT-0 STATUS-0 TDA=0363867 TDB=0821399
ID-03 RPT-0 STATUS-0 TDA=0363792 TDB=0821538
ID-03 RPT-0 STATUS-0 TDA=0363729 TDB=0821699
ID-03 RPT-0 STATUS-0 TDA=0363658 TDB=0821860
ID-03 RPT-0 STATUS-0 TDA=0363594 TDB=0822019
ID-03 RPT-0 STATUS-0 TDA=0363529 TDB=0822182
ID-03 RPT-0 STATUS-0 TDA=0363467 TDB=0822337
ID-03 RPT-0 STATUS-0 TDA=0363404 TDB=0822497
ID-03 RPT-0 STATUS-0 TDA=0363338 TDB=0822655
ID-03 RPT-0 STATUS-0 TDA=0363274 TDB=0822815
ID-03 RPT-0 STATUS-0 TDA=0363205 TDB=0822976
ID-03 RPT-0 STATUS-0 TDA=0363145 TDB=0823136
ID-03 RPT-0 STATUS-0 TDA=0363081 TDB=0823294
ID-03 RPT-0 STATUS-0 TDA=0363002 TDB=0823447
ID-03 RPT-0 STATUS-0 TDA=0362925 TDB=0823601
ID-03 RPT-0 STATUS-0 TDA=0362858 TDB=0823748
ID-03 RPT-0 STATUS-0 TDA=0362784 TDB=0823902
ID-03 RPT-0 STATUS-0 TDA=0362699 TDB=0824057
ID-03 RPT-0 STATUS-0 TDA=0362581 TDB=0824169
ID-03 RPT-0 STATUS-0 TDA=0362464 TDB=0824273
ID-03 RPT-0 STATUS-0 TDA=0362344 TDB=0824386
ID-03 RPT-0 STATUS-0 TDA=0362223 TDB=0824499
ID-03 RPT-0 STATUS-0 TDA=0362102 TDB=0824615
ID-03 RPT-0 STATUS-0 TDA=0361995 TDB=0824740
ID-03 RPT-0 STATUS-0 TDA=0361878 TDB=0824869
ID-03 RPT-0 STATUS-0 TDA=0361770 TDB=0824985
ID-03 RPT-0 STATUS-0 TDA=0361656 TDB=0825110
ID-03 RPT-0 STATUS-0 TDA=0361547 TDB=0825231
ID-03 RPT-0 STATUS-0 TDA=0361437 TDB=0825355
```

#2 Tape

Side 1

8/8/76

Boswells Tavern

Test Flight #2

8/9/76

Boswells Tavern

then transit to

Knoxville Area

Test Flight #3

Test Flight #4

```
ID-03 RPT-0 STATUS-0 TDA=0301798 TDB=0974177
ID-03 RPT-0 STATUS-0 TDA=0301792 TDB=0974171
ID-03 RPT-0 STATUS-0 TDA=0301796 TDB=0974174
ID-03 RPT-0 STATUS-0 TDA=0301798 TDB=0974176
ID-03 RPT-0 STATUS-0 TDA=0301797 TDB=0974176
ID-03 RPT-0 STATUS-0 TDA=0301795 TDB=0974174
ID-03 RPT-0 STATUS-0 TDA=0301800 TDB=0974178
ID-03 RPT-0 STATUS-0 TDA=0301798 TDB=0974175
ID-03 RPT-0 STATUS-0 TDA=0301803 TDB=0974183
ID-03 RPT-0 STATUS-0 TDA=0301801 TDB=0974180
ID-03 RPT-0 STATUS-0 TDA=0301805 TDB=0974186
ID-03 RPT-0 STATUS-0 TDA=0301802 TDB=0974181
ID-03 RPT-0 STATUS-0 TDA=0301800 TDB=0974184
ID-03 RPT-0 STATUS-0 TDA=0301803 TDB=0974185
ID-03 RPT-0 STATUS-6 TDA=0301805 TDB=0974187
ID-03 RPT-0 STATUS-0 TDA=0301805 TDB=0974215
ID-03 RPT-0 STATUS-0 TDA=0301819 TDB=0974212
ID-03 RPT-0 STATUS-0 TDA=0301818 TDB=0974212
ID-03 RPT-0 STATUS-0 TDA=0301822 TDB=0974216
ID-00 RPT-0 STATUS-0 TDA=A060304 TDB=612E842
ID-03 RPT-0 STATUS-0 TDA=0301816 TDB=0974214
ID-03 RPT-0 STATUS-0 TDA=0301818 TDB=0974214
ID-03 RPT-0 STATUS-0 TDA=0301815 TDB=0974211
ID-03 RPT-0 STATUS-0 TDA=0301822 TDB=0974223
ID-03 RPT-0 STATUS-0 TDA=0301827 TDB=0974233
ID-03 RPT-0 STATUS-0 TDA=0301828 TDB=0974238
ID-03 RPT-0 STATUS-0 TDA=0301830 TDB=0974240
ID-03 RPT-0 STATUS-0 TDA=0301831 TDB=0974244
ID-03 RPT-0 STATUS-0 TDA=0301830 TDB=0974244
ID-03 RPT-0 STATUS-0 TDA=0301827 TDB=0974242
ID-03 RPT-0 STATUS-0 TDA=0301829 TDB=0974242
ID-03 RPT-0 STATUS-1 TDA=0301830 TDB=0974242
ID-03 RPT-0 STATUS-0 TDA=0301831 TDB=0974243
ID-03 RPT-0 STATUS-0 TDA=0301802 TDB=0974237
ID-03 RPT-0 STATUS-0 TDA=0301718 TDB=0974230
ID-03 RPT-0 STATUS-0 TDA=0301635 TDB=0974254
ID-03 RPT-0 STATUS-0 TDA=0301572 TDB=0974209
ID-03 RPT-0 STATUS-0 TDA=0301602 TDB=0974105
ID-03 RPT-0 STATUS-0 TDA=0301689 TDB=0974039
ID-03 RPT-0 STATUS-0 TDA=0301767 TDB=0973968
ID-03 RPT-0 STATUS-0 TDA=0301849 TDB=0973894
ID-03 RPT-0 STATUS-0 TDA=0302043 TDB=0973885
ID-03 RPT-0 STATUS-0 TDA=0302146 TDB=0973958
ID-03 RPT-0 STATUS-0 TDA=0302267 TDB=0973991
ID-03 RPT-0 STATUS-0 TDA=0302394 TDB=0973982
ID-03 RPT-0 STATUS-0 TDA=0302520 TDB=0973950
ID-03 RPT-0 STATUS-0 TDA=0302644 TDB=0973950
ID-03 RPT-0 STATUS-0 TDA=0302768 TDB=0973955
ID-03 RPT-0 STATUS-0 TDA=0302906 TDB=0973928
ID-03 RPT-0 STATUS-0 TDA=0303034 TDB=0973917
ID-03 RPT-0 STATUS-0 TDA=0303164 TDB=0973917
ID-03 RPT-0 STATUS-0 TDA=0303297 TDB=0973893
ID-03 RPT-0 STATUS-0 TDA=0303435 TDB=0973884
ID-03 RPT-0 STATUS-0 TDA=0303565 TDB=0973882
ID-03 RPT-0 STATUS-0 TDA=0303698 TDB=0973864
ID-03 RPT-0 STATUS-0 TDA=0303829 TDB=0973862
```

Tape 3

Side 1

Test Flight #5

USDA DEMO

```
ID-03 RPT-0 STATUS-0 TDA=0303955 TDB=0973863
ID-03 RPT-0 STATUS-0 TDA=0304085 TDB=0973864
ID-03 RPT-0 STATUS-0 TDA=0304214 TDB=0973913
ID-03 RPT-0 STATUS-0 TDA=0304330 TDB=0973982
ID-03 RPT-0 STATUS-0 TDA=0304439 TDB=0974061
ID-03 RPT-0 STATUS-0 TDA=0304558 TDB=0974110
ID-03 RPT-0 STATUS-0 TDA=0304614 TDB=0973983
ID-03 RPT-0 STATUS-0 TDA=0304646 TDB=0973849
ID-03 RPT-0 STATUS-0 TDA=0304690 TDB=0973712
ID-03 RPT-0 STATUS-0 TDA=0304722 TDB=0973566
ID-03 RPT-0 STATUS-0 TDA=0304770 TDB=0973416
ID-03 RPT-0 STATUS-0 TDA=0304815 TDB=0973270
ID-03 RPT-0 STATUS-0 TDA=0304857 TDB=0973123
ID-03 RPT-0 STATUS-0 TDA=0304882 TDB=0973034
ID-03 RPT-0 STATUS-0 TDA=1156388 TDB=2374468
ID-03 RPT-0 STATUS-0 TDA=1157022 TDB=2374112
ID-03 RPT-0 STATUS-0 TDA=1156103 TDB=2374025
ID-03 RPT-0 STATUS-0 TDA=1155058 TDB=2374180
ID-03 RPT-0 STATUS-0 TDA=1153959 TDB=2374271
ID-03 RPT-0 STATUS-0 TDA=1152901 TDB=2374354
ID-03 RPT-0 STATUS-0 TDA=1151859 TDB=2374436
ID-03 RPT-0 STATUS-0 TDA=1150784 TDB=2374489
ID-03 RPT-0 STATUS-0 TDA=1149738 TDB=2374562
ID-03 RPT-0 STATUS-0 TDA=1148706 TDB=2374666
ID-03 RPT-0 STATUS-0 TDA=1148034 TDB=2375321
ID-03 RPT-0 STATUS-0 TDA=1147941 TDB=2374761
ID-03 RPT-0 STATUS-0 TDA=1149079 TDB=2374567
ID-03 RPT-0 STATUS-0 TDA=1150286 TDB=2374452
ID-03 RPT-0 STATUS-0 TDA=1151479 TDB=2374450
ID-03 RPT-0 STATUS-0 TDA=1152690 TDB=2374303
ID-03 RPT-0 STATUS-0 TDA=1153829 TDB=2374232
ID-03 RPT-0 STATUS-0 TDA=1155057 TDB=2374160
ID-03 RPT-0 STATUS-0 TDA=1156087 TDB=2373538
ID-03 RPT-0 STATUS-0 TDA=1156570 TDB=2373964
ID-03 RPT-0 STATUS-0 TDA=0304897 TDB=0973007
ID-03 RPT-0 STATUS-0 TDA=0304872 TDB=0973078
ID-03 RPT-0 STATUS-0 TDA=0304831 TDB=0973208
ID-03 RPT-0 STATUS-0 TDA=0304793 TDB=0973335
ID-03 RPT-0 STATUS-0 TDA=0304754 TDB=0973462
ID-03 RPT-0 STATUS-0 TDA=0304712 TDB=0973583
ID-03 RPT-0 STATUS-0 TDA=0304679 TDB=0973705
ID-03 RPT-0 STATUS-0 TDA=0304668 TDB=0973898
ID-03 RPT-0 STATUS-0 TDA=0304721 TDB=0973980
ID-03 RPT-0 STATUS-0 TDA=0304628 TDB=0973940
ID-03 RPT-0 STATUS-0 TDA=0304650 TDB=0973811
ID-03 RPT-0 STATUS-0 TDA=0304662 TDB=0973768
ID-03 RPT-0 STATUS-0 TDA=0304672 TDB=0973738
ID-03 RPT-0 STATUS-0 TDA=0304715 TDB=0973592
ID-03 RPT-0 STATUS-0 TDA=0304846 TDB=0973163
ID-03 RPT-0 STATUS-0 TDA=0304883 TDB=0973027
ID-03 RPT-0 STATUS-0 TDA=1156494 TDB=2374242
ID-03 RPT-0 STATUS-0 TDA=1157120 TDB=2375107
ID-03 RPT-0 STATUS-0 TDA=1157915 TDB=2374672
ID-03 RPT-0 STATUS-0 TDA=1157276 TDB=2373959
ID-03 RPT-0 STATUS-0 TDA=1156236 TDB=2374075
ID-03 RPT-0 STATUS-0 TDA=1155150 TDB=2374187
```

Tape 3

Side 1

Test Flight #5

USDA DEMO

```
ID-03 RPT-0 STATUS-0 TDA=1154601 TDB=2374252
ID-03 RPT-0 STATUS-0 TDA=0304854 TDB=0973151
ID-03 RPT-0 STATUS-0 TDA=0304815 TDB=0973281
ID-03 RPT-0 STATUS-0 TDA=0304781 TDB=0973406
ID-03 RPT-0 STATUS-0 TDA=0304738 TDB=0973532
ID-03 RPT-0 STATUS-0 TDA=0304700 TDB=0973661
ID-03 RPT-0 STATUS-0 TDA=0304670 TDB=0973768
ID-03 RPT-0 STATUS-0 TDA=0304630 TDB=0973889
ID-03 RPT-0 STATUS-0 TDA=0304698 TDB=0973985
ID-03 RPT-0 STATUS-0 TDA=0304818 TDB=0974037
ID-03 RPT-0 STATUS-0 TDA=0304948 TDB=0974070
ID-03 RPT-0 STATUS-0 TDA=0305045 TDB=0974052
ID-03 RPT-0 STATUS-0 TDA=0304965 TDB=0974101
ID-03 RPT-0 STATUS-0 TDA=0304858 TDB=0974056
ID-03 RPT-0 STATUS-0 TDA=0304751 TDB=0974012
ID-03 RPT-0 STATUS-0 TDA=0304644 TDB=0973969
ID-03 RPT-0 STATUS-0 TDA=0304570 TDB=0973882
ID-03 RPT-0 STATUS-0 TDA=1147998 TDB=2375688
ID-03 RPT-0 STATUS-0 TDA=0304562 TDB=0973947
ID-03 RPT-0 STATUS-0 TDA=0304681 TDB=0973980
ID-03 RPT-0 STATUS-0 TDA=0304804 TDB=0974032
ID-03 RPT-0 STATUS-0 TDA=0304926 TDB=0974065
ID-03 RPT-0 STATUS-0 TDA=0305028 TDB=0974003
ID-03 RPT-0 STATUS-0 TDA=0304992 TDB=0974098
ID-03 RPT-0 STATUS-0 TDA=0304880 TDB=0974067
ID-03 RPT-0 STATUS-0 TDA=0304825 TDB=0974045
ID-03 RPT-0 STATUS-0 TDA=0304716 TDB=0974000
ID-03 RPT-0 STATUS-0 TDA=0304632 TDB=0973973
ID-03 RPT-0 STATUS-0 TDA=1148102 TDB=2375106
ID-03 RPT-0 STATUS-0 TDA=1148800 TDB=2375539
ID-03 RPT-0 STATUS-0 TDA=1147921 TDB=2375518
ID-03 RPT-0 STATUS-0 TDA=1147722 TDB=2374583
ID-03 RPT-0 STATUS-0 TDA=1147717 TDB=2374304
ID-03 RPT-0 STATUS-0 TDA=1147655 TDB=2373326
ID-03 RPT-0 STATUS-0 TDA=1147605 TDB=2372390
ID-03 RPT-0 STATUS-0 TDA=1146984 TDB=2371810
ID-03 RPT-0 STATUS-0 TDA=1147487 TDB=2371451
ID-03 RPT-0 STATUS-0 TDA=1147708 TDB=2372268
ID-03 RPT-0 STATUS-0 TDA=1147767 TDB=2373214
ID-03 RPT-0 STATUS-0 TDA=1147796 TDB=2374132
ID-03 RPT-0 STATUS-0 TDA=1147316 TDB=2374779
ID-03 RPT-0 STATUS-0 TDA=1146706 TDB=2375349
ID-03 RPT-0 STATUS-0 TDA=1146758 TDB=2376133
ID-03 RPT-0 STATUS-0 TDA=1147603 TDB=2375802
ID-03 RPT-0 STATUS-0 TDA=1148341 TDB=2375155
ID-03 RPT-0 STATUS-0 TDA=1148926 TDB=2375706
ID-03 RPT-0 STATUS-0 TDA=1148073 TDB=2376107
ID-03 RPT-0 STATUS-0 TDA=1147033 TDB=2376090
ID-03 RPT-0 STATUS-0 TDA=1146749 TDB=2375227
ID-03 RPT-0 STATUS-0 TDA=1146292 TDB=2374383
ID-03 RPT-0 STATUS-0 TDA=1146759 TDB=2373598
ID-03 RPT-0 STATUS-0 TDA=1147690 TDB=2373117
ID-03 RPT-0 STATUS-0 TDA=1148319 TDB=2372402
ID-03 RPT-0 STATUS-2 TDA=1148262 TDB=2371408
ID-03 RPT-0 STATUS-0 TDA=1148459 TDB=2370420
ID-03 RPT-0 STATUS-0 TDA=1148538 TDB=2369710
```

Tape 3

Side 1

Test Flight #5

USDA DEMO

```
ID-03 RPT-0 STATUS-0 TDA=1148211 TDB=2370378
ID-03 RPT-0 STATUS-0 TDA=1148269 TDB=2371292
ID-03 RPT-0 STATUS-0 TDA=1148294 TDB=2372254
ID-03 RPT-0 STATUS-0 TDA=1148366 TDB=2373230
ID-03 RPT-0 STATUS-0 TDA=1148361 TDB=2374111
ID-03 RPT-0 STATUS-0 TDA=1148569 TDB=2374959
ID-03 RPT-0 STATUS-0 TDA=1148872 TDB=2375625
ID-03 RPT-0 STATUS-0 TDA=1147939 TDB=2375865
ID-03 RPT-0 STATUS-0 TDA=1147372 TDB=2375282
ID-03 RPT-0 STATUS-0 TDA=1147599 TDB=2374266
ID-03 RPT-0 STATUS-0 TDA=1147587 TDB=2373302
ID-03 RPT-0 STATUS-0 TDA=1147846 TDB=2372369
ID-03 RPT-0 STATUS-0 TDA=1147686 TDB=2371820
ID-03 RPT-0 STATUS-0 TDA=1147565 TDB=2372700
ID-03 RPT-0 STATUS-0 TDA=1147608 TDB=2373653
ID-03 RPT-0 STATUS-0 TDA=1147639 TDB=2374575
ID-03 RPT-0 STATUS-0 TDA=1148048 TDB=2375284
ID-03 RPT-0 STATUS-0 TDA=0304579 TDB=0973747
ID-03 RPT-0 STATUS-0 TDA=0304618 TDB=0973609
ID-03 RPT-0 STATUS-0 TDA=0304661 TDB=0973469
ID-03 RPT-0 STATUS-0 TDA=0304700 TDB=0973331
ID-03 RPT-0 STATUS-0 TDA=0304747 TDB=0973195
ID-03 RPT-0 STATUS-0 TDA=1154901 TDB=2375007
ID-03 RPT-0 STATUS-0 TDA=1156040 TDB=2374961
ID-03 RPT-0 STATUS-0 TDA=1155784 TDB=2374173
ID-03 RPT-0 STATUS-0 TDA=1154634 TDB=2374274
ID-03 RPT-0 STATUS-0 TDA=1153484 TDB=2374360
ID-03 RPT-0 STATUS-0 TDA=1152387 TDB=2374439
ID-03 RPT-0 STATUS-0 TDA=1151290 TDB=2374505
ID-03 RPT-0 STATUS-0 TDA=1150176 TDB=2374561
ID-03 RPT-0 STATUS-0 TDA=1149104 TDB=2374607
ID-03 RPT-0 STATUS-0 TDA=1148406 TDB=2374814
ID-03 RPT-0 STATUS-0 TDA=1149231 TDB=2375186
ID-03 RPT-0 STATUS-0 TDA=1150377 TDB=2375263
ID-03 RPT-0 STATUS-0 TDA=1151626 TDB=2375174
ID-03 RPT-0 STATUS-0 TDA=1152741 TDB=2375044
ID-03 RPT-0 STATUS-0 TDA=1153911 TDB=2375050
ID-03 RPT-0 STATUS-0 TDA=1155104 TDB=2375004
ID-03 RPT-0 STATUS-0 TDA=1156268 TDB=2374903
ID-03 RPT-0 STATUS-0 TDA=1156763 TDB=2373908
ID-03 RPT-0 STATUS-0 TDA=0305091 TDB=0972861
ID-03 RPT-0 STATUS-0 TDA=0305115 TDB=0972978
ID-03 RPT-0 STATUS-0 TDA=0305066 TDB=0973111
ID-03 RPT-0 STATUS-0 TDA=0305025 TDB=0973249
ID-03 RPT-0 STATUS-0 TDA=0304983 TDB=0973382
ID-03 RPT-0 STATUS-0 TDA=0304961 TDB=0973521
ID-03 RPT-0 STATUS-0 TDA=0304933 TDB=0973573
ID-03 RPT-0 STATUS-0 TDA=0304973 TDB=0973431
ID-03 RPT-0 STATUS-0 TDA=0305016 TDB=0973286
ID-03 RPT-0 STATUS-0 TDA=0305063 TDB=0973148
ID-03 RPT-0 STATUS-0 TDA=0305155 TDB=0973072
ID-03 RPT-0 STATUS-0 TDA=0305096 TDB=0973020
ID-03 RPT-0 STATUS-0 TDA=0305058 TDB=0973155
ID-03 RPT-0 STATUS-0 TDA=0305014 TDB=0973288
ID-03 RPT-0 STATUS-0 TDA=0304947 TDB=0973390
ID-03 RPT-0 STATUS-0 TDA=1152600 TDB=2373907
```

Tape 3

Side 1

Test Flight #5

USDA DEMO

```
ID-03 RPT-0 STATUS-0 TDA=1153499 TDB=2374333
ID-03 RPT-0 STATUS-0 TDA=1154677 TDB=2374219
ID-03 RPT-0 STATUS-0 TDA=1155714 TDB=2374011
ID-03 RPT-0 STATUS-0 TDA=1156757 TDB=2373956
ID-03 RPT-0 STATUS-0 TDA=0304894 TDB=0972920
ID-03 RPT-0 STATUS-0 TDA=0304886 TDB=0973062
ID-03 RPT-0 STATUS-0 TDA=1154161 TDB=2373638
ID-03 RPT-0 STATUS-0 TDA=1153475 TDB=2372796
ID-03 RPT-0 STATUS-0 TDA=0305061 TDB=0973431
ID-03 RPT-0 STATUS-0 TDA=0304959 TDB=0973494
ID-03 RPT-0 STATUS-0 TDA=0304867 TDB=0973573
ID-03 RPT-0 STATUS-0 TDA=0304777 TDB=0973666
ID-03 RPT-0 STATUS-0 TDA=0304687 TDB=0973756
ID-03 RPT-0 STATUS-0 TDA=0304603 TDB=0973853
ID-03 RPT-0 STATUS-0 TDA=0304532 TDB=0973955
ID-03 RPT-0 STATUS-0 TDA=0304615 TDB=0974056
ID-03 RPT-0 STATUS-0 TDA=0304592 TDB=0973950
ID-03 RPT-0 STATUS-0 TDA=0304525 TDB=0973842
ID-03 RPT-0 STATUS-0 TDA=0304469 TDB=0973728
ID-03 RPT-0 STATUS-0 TDA=0304497 TDB=0973840
ID-03 RPT-0 STATUS-0 TDA=0304589 TDB=0973935
ID-03 RPT-0 STATUS-0 TDA=0304685 TDB=0974025
ID-03 RPT-0 STATUS-0 TDA=0304791 TDB=0974026
ID-03 RPT-0 STATUS-0 TDA=1148612 TDB=2373405
ID-03 RPT-0 STATUS-0 TDA=1149028 TDB=2374023
ID-03 RPT-0 STATUS-0 TDA=1148689 TDB=2374766
ID-03 RPT-0 STATUS-0 TDA=1148335 TDB=2375569
ID-03 RPT-0 STATUS-0 TDA=1147927 TDB=2376285
ID-03 RPT-0 STATUS-0 TDA=1147545 TDB=2377061
ID-03 RPT-0 STATUS-0 TDA=1147053 TDB=2377845
ID-03 RPT-0 STATUS-0 TDA=1146480 TDB=2378662
ID-03 RPT-0 STATUS-0 TDA=1145905 TDB=2379472
ID-03 RPT-0 STATUS-0 TDA=1145516 TDB=2380319
ID-03 RPT-0 STATUS-0 TDA=1144940 TDB=2381049
ID-03 RPT-0 STATUS-0 TDA=1144362 TDB=2381727
ID-03 RPT-0 STATUS-0 TDA=1143822 TDB=2382448
ID-03 RPT-0 STATUS-0 TDA=1143371 TDB=2383235
ID-03 RPT-0 STATUS-0 TDA=1142802 TDB=2383944
ID-03 RPT-0 STATUS-0 TDA=1141672 TDB=2385368
ID-03 RPT-0 STATUS-0 TDA=1140970 TDB=2386016
ID-03 RPT-0 STATUS-0 TDA=1140381 TDB=2386760
ID-03 RPT-0 STATUS-0 TDA=1139833 TDB=2387450
ID-03 RPT-0 STATUS-0 TDA=1139178 TDB=2388096
ID-03 RPT-0 STATUS-0 TDA=1138446 TDB=2388654
ID-03 RPT-0 STATUS-0 TDA=1137882 TDB=2389318
ID-03 RPT-0 STATUS-0 TDA=1137431 TDB=2390011
ID-03 RPT-0 STATUS-0 TDA=1136867 TDB=2390681
ID-03 RPT-0 STATUS-0 TDA=1136242 TDB=2391295
ID-03 RPT-0 STATUS-0 TDA=1136307 TDB=2391985
ID-03 RPT-0 STATUS-0 TDA=1136725 TDB=2392638
ID-03 RPT-0 STATUS-0 TDA=1136248 TDB=2393064
ID-03 RPT-0 STATUS-0 TDA=1135513 TDB=2392716
ID-03 RPT-0 STATUS-0 TDA=1135214 TDB=2392331
ID-03 RPT-0 STATUS-0 TDA=1135114 TDB=2392171
ID-03 RPT-0 STATUS-0 TDA=1135139 TDB=2392083
ID-03 RPT-0 STATUS-0 TDA=1135190 TDB=2392043
```

Tape 3

Side 1

Test Flight #5

USDA DEMO

```
ID-03 RPT-0 STATUS-0 TDA=0301817 TDB=0974213
ID-03 RPT-0 STATUS-0 TDA=0301818 TDB=0974212
ID-03 RPT-0 STATUS-0 TDA=0301815 TDB=0974205
ID-03 RPT-0 STATUS-0 TDA=0301808 TDB=0974197
ID-03 RPT-0 STATUS-0 TDA=0301809 TDB=0974197
```

Tape 3

Side 1

Test Flight #5

USDA DEMO

```
0@YOO
 ID-03 RPT-7 STATUS-0 TDA=F304680 TDB=0973711
 ID-03 RPT-7 STATUS-0 TDA=F304689 TDB=0973695
 ID-03 RPT-7 STATUS-0 TDA=F304691 TDB=0973675
 ID-03 RPT-7 STATUS-0 TDA=F304699 TDB=0973661
 ID-03 RPT-7 STATUS-0 TDA=F304701 TDB=0973640
 ID-03 RPT-7 STATUS-0 TDA=F304707 TDB=0973623
 ID-03 RPT-7 STATUS-0 TDA=F304712 TDB=0973605
 ID-03 RPT-7 STATUS-0 TDA=F304715 TDB=0973586
 ID-03 RPT-7 STATUS-0 TDA=F304723 TDB=0973571
 ID-03 RPT-7 STATUS-0 TDA=F304726 TDB=0973549
 ID-03 RPT-7 STATUS-0 TDA=F304732 TDB=0973534
 ID-03 RPT-7 STATUS-0 TDA=F304737 TDB=0973517
 ID-03 RPT-7 STATUS-0 TDA=F304749 TDB=0973482
 ID-03 RPT-7 STATUS-0 TDA=F304755 TDB=0973464
 ID-03 RPT-7 STATUS-0 TDA=F304762 TDB=0973445
 ID-03 RPT-7 STATUS-0 TDA=F304767 TDB=0973428
 ID-03 RPT-7 STATUS-0 TDA=F304771 TDB=0973411
 ID-03 RPT-7 STATUS-0 TDA=F304775 TDB=0973392
 ID-03 RPT-7 STATUS-0 TDA=F304782 TDB=0973374
 ID-03 RPT-7 STATUS-0 TDA=F304788 TDB=0973357
 ID-03 RPT-7 STATUS-0 TDA=F304792 TDB=0973337
 ID-03 RPT-7 STATUS-0 TDA=F304798 TDB=0973321
 ID-03 RPT-7 STATUS-0 TDA=F304801 TDB=0973298
 ID-03 RPT-7 STATUS-0 TDA=F304808 TDB=0973284
 ID-03 RPT-7 STATUS-0 TDA=F304814 TDB=0973267
 ID-03 RPT-7 STATUS-0 TDA=F304819 TDB=0973247
 ID-03 RPT-7 STATUS-0 TDA=F304826 TDB=0973230
 ID-03 RPT-7 STATUS-0 TDA=F304831 TDB=0973213
 ID-03 RPT-7 STATUS-0 TDA=F304834 TDB=0973195
 ID-03 RPT-7 STATUS-0 TDA=F304838 TDB=0973178
 ID-03 RPT-7 STATUS-0 TDA=F304845 TDB=0973162
 ID-03 RPT-7 STATUS-0 TDA=F304852 TDB=0973142
 ID-03 RPT-7 STATUS-0 TDA=F304854 TDB=0973125
 ID-03 RPT-7 STATUS-0 TDA=F304860 TDB=0973111
 ID-03 RPT-7 STATUS-0 TDA=F304864 TDB=0973092
 ID-03 RPT-7 STATUS-0 TDA=F304866 TDB=0973073
 ID-03 RPT-7 STATUS-0 TDA=F304873 TDB=0973054
 ID-03 RPT-7 STATUS-0 TDA=F304861 TDB=0973119
 ID-03 RPT-7 STATUS-0 TDA=F304856 TDB=0973137
 ID-03 RPT-7 STATUS-0 TDA=F304850 TDB=0973154
 ID-03 RPT-7 STATUS-0 TDA=F304844 TDB=0973174
 ID-03 RPT-7 STATUS-0 TDA=F304839 TDB=0973192
 ID-03 RPT-7 STATUS-0 TDA=F304819 TDB=0973247
 ID-03 RPT-7 STATUS-0 TDA=F304814 TDB=0973264
 ID-03 RPT-7 STATUS-0 TDA=F304809 TDB=0973287
 ID-03 RPT-7 STATUS-0 TDA=F304802 TDB=0973305
```

#3 Tape

Side 2

Test Flight #6

```
ID-03 RPT-7 STATUS-0 TDA=F304797 TDB=0973319
ID-03 RPT-7 STATUS-0 TDA=F304790 TDB=0973339
ID-03 RPT-7 STATUS-0 TDA=F304787 TDB=0973360
ID-03 RPT-7 STATUS-0 TDA=F304781 TDB=0973377
ID-03 RPT-7 STATUS-0 TDA=F304777 TDB=0973398
ID-03 RPT-7 STATUS-0 TDA=F304773 TDB=0973415
ID-03 RPT-7 STATUS-0 TDA=F304765 TDB=0973433
ID-03 RPT-7 STATUS-0 TDA=F304763 TDB=0973455
ID-03 RPT-7 STATUS-0 TDA=F304754 TDB=0973468
ID-03 RPT-7 STATUS-0 TDA=F304747 TDB=0973489
ID-03 RPT-7 STATUS-0 TDA=F304744 TDB=0973508
ID-03 RPT-7 STATUS-0 TDA=F304733 TDB=0973521
ID-03 RPT-7 STATUS-0 TDA=F304731 TDB=0973547
ID-03 RPT-7 STATUS-0 TDA=F304724 TDB=0973561
ID-03 RPT-7 STATUS-0 TDA=F304717 TDB=0973575
ID-03 RPT-7 STATUS-0 TDA=F304713 TDB=0973595
ID-03 RPT-7 STATUS-0 TDA=F304710 TDB=0973615
ID-03 RPT-7 STATUS-0 TDA=F304696 TDB=0973653
ID-03 RPT-7 STATUS-0 TDA=F304693 TDB=0973671
ID-03 RPT-7 STATUS-0 TDA=F304687 TDB=0973714
ID-03 RPT-7 STATUS-0 TDA=F304678 TDB=0973726
ID-03 RPT-7 STATUS-0 TDA=F304672 TDB=0973746
ID-03 RPT-7 STATUS-0 TDA=F304668 TDB=0973766
ID-03 RPT-7 STATUS-0 TDA=F304664 TDB=0973781
ID-03 RPT-7 STATUS-0 TDA=F304701 TDB=0973634
ID-03 RPT-7 STATUS-0 TDA=F304724 TDB=0973571
ID-03 RPT-7 STATUS-0 TDA=F304733 TDB=0973554
ID-03 RPT-7 STATUS-0 TDA=F304736 TDB=0973534
ID-03 RPT-7 STATUS-0 TDA=F304745 TDB=0973497
ID-03 RPT-7 STATUS-0 TDA=F304751 TDB=0973479
ID-03 RPT-7 STATUS-0 TDA=F304761 TDB=0973444
ID-03 RPT-7 STATUS-0 TDA=F304769 TDB=0973427
ID-03 RPT-7 STATUS-0 TDA=F304773 TDB=0973410
ID-03 RPT-7 STATUS-0 TDA=F304786 TDB=0973373
ID-03 RPT-7 STATUS-0 TDA=F304788 TDB=0973352
ID-03 RPT-7 STATUS-0 TDA=F304795 TDB=0973334
ID-03 RPT-7 STATUS-0 TDA=F304800 TDB=0973317
ID-03 RPT-7 STATUS-0 TDA=F304806 TDB=0973301
ID-03 RPT-7 STATUS-0 TDA=F304812 TDB=0973280
ID-03 RPT-7 STATUS-0 TDA=F304816 TDB=0973262
ID-03 RPT-7 STATUS-0 TDA=F304824 TDB=0973247
ID-03 RPT-7 STATUS-0 TDA=F304831 TDB=0973230
ID-03 RPT-7 STATUS-1 TDA=F304833 TDB=0973209
ID-03 RPT-7 STATUS-0 TDA=F304838 TDB=0973191
ID-03 RPT-7 STATUS-0 TDA=F304846 TDB=0973177
ID-03 RPT-7 STATUS-0 TDA=F304849 TDB=0973158
ID-03 RPT-7 STATUS-0 TDA=F304857 TDB=0973142
ID-03 RPT-7 STATUS-0 TDA=F304858 TDB=0973125
ID-03 RPT-7 STATUS-0 TDA=F304862 TDB=0973106
ID-03 RPT-7 STATUS-0 TDA=F304868 TDB=0973091
ID-03 RPT-7 STATUS-0 TDA=F304870 TDB=0973070
ID-03 RPT-7 STATUS-0 TDA=F304876 TDB=0973053
ID-03 RPT-4 STATUS-0 TDA=FFFFFFF TDB=FFF0003
ID-03 RPT-7 STATUS-0 TDA=F304855 TDB=0973142
ID-03 RPT-7 STATUS-0 TDA=F304849 TDB=0973159
ID-03 RPT-7 STATUS-0 TDA=F304835 TDB=0973218
```

#3 Tape

Side 2

Test Flight #6

```
ID-03 RPT-7 STATUS-0 TDA=F304827 TDB=0973240
ID-03 RPT-7 STATUS-0 TDA=F304823 TDB=0973260
ID-03 RPT-7 STATUS-0 TDA=F304814 TDB=0973274
ID-03 RPT-7 STATUS-0 TDA=F304808 TDB=0973295
ID-03 RPT-7 STATUS-0 TDA=F304803 TDB=0973314
ID-03 RPT-7 STATUS-0 TDA=F304800 TDB=0973335
ID-03 RPT-7 STATUS-0 TDA=F304793 TDB=0973353
ID-03 RPT-7 STATUS-0 TDA=F304785 TDB=0973369
ID-03 RPT-7 STATUS-0 TDA=F304780 TDB=0973387
ID-03 RPT-7 STATUS-0 TDA=F304774 TDB=0973408
ID-03 RPT-7 STATUS-0 TDA=F304768 TDB=0973426
ID-03 RPT-7 STATUS-0 TDA=F304763 TDB=0973445
ID-03 RPT-7 STATUS-0 TDA=F304758 TDB=0973480
ID-03 RPT-7 STATUS-0 TDA=F304744 TDB=0973498
ID-03 RPT-7 STATUS-0 TDA=F304742 TDB=0973519
ID-03 RPT-7 STATUS-0 TDA=F304736 TDB=0973536
ID-03 RPT-7 STATUS-0 TDA=F304732 TDB=0973556
ID-03 RPT-7 STATUS-0 TDA=F304720 TDB=0973594
ID-03 RPT-7 STATUS-0 TDA=F304712 TDB=0973610
ID-03 RPT-7 STATUS-0 TDA=F304708 TDB=0973630
ID-03 RPT-7 STATUS-0 TDA=F304696 TDB=0973667
ID-03 RPT-7 STATUS-0 TDA=F304691 TDB=0973685
ID-03 RPT-7 STATUS-0 TDA=F304684 TDB=0973703
ID-03 RPT-7 STATUS-0 TDA=F304679 TDB=0973718
ID-03 RPT-7 STATUS-0 TDA=F304674 TDB=0973739
ID-03 RPT-7 STATUS-0 TDA=F304668 TDB=0973757
ID-03 RPT-7 STATUS-0 TDA=F304657 TDB=0973792
ID-03 RPT-5 STATUS-0 TDA=FFFFFFF TDB=FFF0006
ID-03 RPT-7 STATUS-0 TDA=F304675 TDB=0973747
ID-03 RPT-7 STATUS-0 TDA=F304679 TDB=0973730
ID-03 RPT-7 STATUS-0 TDA=F304685 TDB=0973715
ID-03 RPT-7 STATUS-0 TDA=F304689 TDB=0973697
ID-03 RPT-7 STATUS-0 TDA=F304696 TDB=0973678
ID-03 RPT-7 STATUS-0 TDA=F304699 TDB=0973658
ID-03 RPT-7 STATUS-0 TDA=F304707 TDB=0973643
ID-03 RPT-7 STATUS-0 TDA=F304712 TDB=0973625
ID-03 RPT-7 STATUS-0 TDA=F304717 TDB=0973605
ID-03 RPT-7 STATUS-0 TDA=F304727 TDB=0973570
ID-03 RPT-7 STATUS-0 TDA=F304737 TDB=0973552
ID-03 RPT-7 STATUS-0 TDA=F304745 TDB=0973516
ID-03 RPT-7 STATUS-0 TDA=F304750 TDB=0973498
ID-03 RPT-7 STATUS-0 TDA=F304757 TDB=0973482
ID-03 RPT-7 STATUS-0 TDA=F304760 TDB=0973461
ID-03 RPT-7 STATUS-0 TDA=F304763 TDB=0973442
ID-03 RPT-7 STATUS-0 TDA=F304771 TDB=0973427
ID-03 RPT-7 STATUS-0 TDA=F304774 TDB=0973405
ID-03 RPT-7 STATUS-0 TDA=F304782 TDB=0973388
ID-03 RPT-7 STATUS-0 TDA=F304789 TDB=0973369
ID-03 RPT-7 STATUS-6 TDA=F304794 TDB=0973351
ID-03 RPT-7 STATUS-0 TDA=F304799 TDB=0973332
ID-03 RPT-7 STATUS-0 TDA=F304806 TDB=0973314
ID-03 RPT-7 STATUS-0 TDA=F304811 TDB=0973298
ID-03 RPT-7 STATUS-0 TDA=F304828 TDB=0973244
ID-03 RPT-7 STATUS-0 TDA=F304871 TDB=0973107
```

#3 Tape

Side 2

Test Flight #6

```
ID-03 RPT-7 STATUS-0 TDA=F304859 TDB=0973145
```

#3 Tape

Side 2

Test Flight #6

```
ID-03 RPT-6 STATUS-0 TDA=FFFFFFF TDB=FFF0009
ID-03 RPT-7 STATUS-0 TDA=F304866 TDB=0973123
ID-03 RPT-7 STATUS-0 TDA=F304859 TDB=0973145
ID-03 RPT-7 STATUS-0 TDA=F304854 TDB=0973162
ID-03 RPT-7 STATUS-0 TDA=F304848 TDB=0973182
ID-03 RPT-7 STATUS-0 TDA=F304843 TDB=0973201
ID-03 RPT-7 STATUS-0 TDA=F304837 TDB=0973223
ID-03 RPT-7 STATUS-0 TDA=F304831 TDB=0973242
ID-03 RPT-7 STATUS-0 TDA=F304826 TDB=0973259
ID-03 RPT-7 STATUS-0 TDA=F304822 TDB=0973280
ID-03 RPT-7 STATUS-0 TDA=F304815 TDB=0973296
ID-03 RPT-7 STATUS-0 TDA=F304809 TDB=0973319
ID-03 RPT-7 STATUS-0 TDA=F304802 TDB=0973335
ID-03 RPT-7 STATUS-0 TDA=F304799 TDB=0973355
```